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COVER: Jake Nicholls slingshots his way towards the 2012 MX2 championship finale, the Reverend has fourth place overall in his sights © Ray Archer

CONTENTS: Tommy Searle sports genuine pre-race face at Matterley Basin © Sarah Gutierrez

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JUSTIN BRAYTON #10

COMMENT

As we go to print with this issue of DBR, the MXGP at Matterley is already a long distant memory. The bumper bank holiday weekend of Red Bull Pro National action at Hawkstone followed closely (as ever) by the Maxxis ACU British championship at Langrish has just happened and already we're looking ahead to the last few British and world GPs concluding out the year and the final positions being settled. Surely that's not the end of 2012 we can see in our sights already?! Where'd my summer go?!

Let's not get carried away though and reflect a little at least on the Matterley master strokes. Two of the chief positives about the biggest MX event of the year on our shores this year had to be the weather and the venue. The glorious location was prime in the summer sun and but for a shower early on setting-up day it was beeaautiful all weekend.

To our best knowledge, the track was universally praised by the riders right from the Thursday amateur races to the last GP moto. Which seemed rare at the time but welcome news for the team working so hard to keep the track in perfect condition under that blazing sun. It was good to see some of that hard work watering put to good use cooling down a few of the fans lining the track fencing too!

We were there working hard and not just soaking up the atmos, but trying to bring you plenty of insight into the major players. The hardest workers of all (their words not mine) were the DBR girls up on the hill bagging you goodies, handing out stickers and mugging you into getting silly pictures uploaded to the dirtZone. It was all good and we topped the

weekend off with big Geoff Walker ticking one of those lifetime ambition kinda boxes and bagging himself some bona fide world championship points – on an enduro bike! It's the DBR way to be a tad different you know.

What else do we have in this issue besides a whopping ten pages of GP glory backed up by Uncle Geoff's GP story? Well there's a sneaky talk with a certain world trials champ Mr Toni Bou who tells us he has done a backflip but has no idea what fairy dust is. We also catch a few moments with FMX4EVER honcho Jimmy Verburgh, bring you a classroom full of ISDE kids on the brink of glory – Wayne Garrett, Steve Holcombe and Danny McCanney talk about sudden rises to enduro fame. And of course we have the legendary team DBR columnists clocking in with their pearls of wisdom at crucial points in their seasons.

Our man Stateside Stevie Cox gets to grips with Dungey's AMA success, not to mention KTM's major coup across the pond and helps unearth the secrets behind the US MX of Nations team successes. 300 million people to draw on certainly helps when you're picking winning teams – we learnt that at the Olympics.

It's also been a busy summer holiday period packed with youth action from the Red Bull Youth Academy days to the support races at the British GP so we've muscled in a few extra column inches to keep you all happy as you trudge back to school.

As ever feel free to get in touch if you have something good, bad or indifferent to say.

Enjoy the mag.

JK



There's no doubt you guys were making a difference to Tommy Gun

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Thorpey gets ready with the FIM dudes and their bellies for the parade lap at Matterley



© Nuno Laranjeira

NEWSH^{PAW}UND!

THE DBR TEAM MONTHLY ROUND-UP OF THE HOT AND THE NOT SO HOT GOSSIP IN THE OFF-ROAD WORLD

Shenanigans in the build-up to Matterley in the Elliott Banks-Browne camp was surprising, promising and confusing at the same time. The story unfolded as the week did leading up to the GP. We heard he might be off to another team, and Honda was the quickly-unearthed name on the cards. As the week went on the deal first looked surprisingly likely and then looked decidedly unlikely as that old cookie called a contract seemed to crumble all over the place. Twitter was interesting for a while though!

Elliott's HM Plant KTM UK team manager Roger Magee spoke to us in the GP paddock on the Saturday: "There's not much to say on the matter is there? It was a lot of noise from certain quarters and really all it did was confuse people."

He was alluding to the noise coming from the Buildbase Honda team and in particular a certain ex-world champion turned team manager, Dave Thorpey. The truth is all roads seemed to point to Thorpey for a while there, even from within the Honda ranks. EBB himself was honest, speaking after his MXGP motos: "It wasn't the best build-up to the British GP as the deal looked good but things are how they are."

Once the dust had settled it was clear things had simply gotten a bit carried away and also that while some parties were certainly disappointed, signatures and bits of paper had won

the day out. EBB's website bleakly stated: "Last week we were delighted to announce the signing of Elliott Banks-Browne to ride MX1 for Buildbase Honda for 2013. Elliott signed a contract with the team back in July, however, it turns out the contractual obligations to his existing team are still in force and the Buildbase Honda Racing Team have taken the view to move on and terminate any potential contractual agreement Elliott may or may not have signed up to."

The response from Thorpey, who clearly recognised a decent rider somewhat troubled with 'issues' at his current berth, was straight forward enough: "Obviously the team, Honda and myself are very disappointed our plans with Elliott cannot now go ahead and we wish him well for the future."

Onwards and downwards, as bike thefts are never a good thing but bike thefts from the British GP paddock were as baffling as they were shocking. The fact that three 2013 bikes were stolen in the dead of night from the Husqvarna truck awning was bad enough and that's not to mention the other bikes stolen from around the rest of the venue over the course of the weekend. More than one team member and paddock regular commented on the fact that Britain is unusual inasmuch as they are always double-careful to lock things away at night over British GP weekend, while in other countries they never have to worry. It blew the wind out of our sails

to hear that one.

The organisers claim all security personnel were dealing with a fight which had broken out at another part of the site while the Husky thefts took place, which seems fair enough except it is also the oldest trick in the book – diversion tactics and all that. So while no-one was on guard thieves simply walked away with three spanking 2013 machines.

Organisers always get flack for something at events like this, usually it's nothing more than the state of the toilets and after all, they are dealing with a large volume of people which statistically at least has a proportion of criminals among it. But bikes stolen from inside the main, fenced off, GP paddock? Hello? Security?

It's understandable that you hear rumours about it being "insiders" doing the thieving, no matter how founded they are in reality. Understandable, sort of, that organiser Steve Dixon was unwilling to talk about it in any detail as the last race of the day was rolling into the same paddock. The post-event relief was looking heavy in his emotional eyes at that point anyhow.

But from Husqvarna UK's point of view, having the rarest of 2013 models stolen from under their awning and then not getting a single visit from the organisers to say what went missing, how things were and offer any support, irked somewhat and we can understand it. Stolen bikes are insured ultimately but

to not feel thought of and see no-one was almost worse.

Further scummery took place the same night when one family were allegedly gassed while they slept and had all their cash and valuables stolen from under their noses. You hear about these things happening to race team trucks and crew holed up for the night at service areas across Europe but in the paddock at a race meeting? Aren't we all supposed to be singing from the same hymn sheet?

On a much lighter note we look likely to have an Indian GP coming soon. The 'Goa Delegation' travelled to Matterley to visit the MXGP and the FIM primarily to announce they will host an MXGP in India in the near future. Take a deep breath at this point because this is a long one...Mr Giuseppe Luongo, Youthstream President, Dr Wolfgang Srb, FIM/CMS Director, Mr Avertano Furtado, Minister of the Goa Government and head of the Goa Delegation, Mr Ashley Gomes, President of the Goa Motor Sport Association, Mr Glenn Ticlo, member of the Indian Legislative Assembly, and Mr Benjamin Silva, member of Indian Legislative Assembly hosted a press conference at Matterley Basin based on the promising future of motocross in Goa, India. The only snag at this point is they "don't have a track yet but Goa is a nice place to visit and the beach is only a few metres away from the track!" Well that's ok then!



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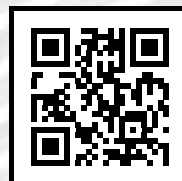
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We all know that it's not easy parting with our hard-earned cash, no matter how keen we are about off-road, and so the show organiser has kept the admission prices ultra-keen again this year. Half price Thursday is back and as usual, buying in advance saves cash. Ticket prices are £12 in advance and £15 on-the-door for adults; £6 in advance and £7.50 on-the-door for children aged 11 and over and senior citizens; £10 on-the-door for students.

But wait, it gets more confusing, yet cheaper. If those advance tickets are bought for the opening Thursday, an adult can gain entry for just £6, and as children aged ten and under go free, a family of four with two youngsters could enjoy a whole day of off-road fun for just £12. Got it? Parking is free too.

Tickets are on sale now and can be obtained by calling **0844 581 0735**, or via the box office link on www.dirtbikeshow.co.uk

There's nothing like a freebie though is there? We've got ten pairs of tickets to give away. To be in with a chance of winning, simply answer this question:

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MAC211

OLD MAC IS BACK!

BILLY'S GETTING BACK TO HIS OLD HONEST WAYS THIS MONTH AND GETTING STUNG BY THE ROZZERS FOR HIS TROUBLE!

Words by Billy MacKenzie Photo by Matty Muir

Sutty asked me to be the old Billy after my column last month, and I understand where he is coming from. Looking back into my earlier years (I've been writing a column since 2004 now!) I never used to hold back all that much, and I remember I never even used to write much about motocross! So here we go, I'll try give you an old school Billy Mac column this month.

Last week started with a trip to Toowoomba for a week testing before the ninth round at Moree. Toowoomba isn't the most inviting town in the world, and the drive is three hours heading inland which kinda upsets me every time knowing I'm so far from the coast. The team is based up there for the moment and there are quite a lot of tracks around so we were all summoned there for a pre-race test and ride in preparation for the next round. Luckily I have a friend who I donated a spare bed to when I first left Toowoomba mid-2010, so its nice to know at least I always have my own bed to sleep in while I'm up there.

There's not much to do in Toowoomba, and most locals get hypnotised by the jingle jangling chimes and flashing lights of the 'pokie machines' down the local 'tavern'. People literally work all week and put every earned cent into these stupid looking gambling machines with the clinging hope of a big win. All the sounds are that of clinking coins and 'winning' sounds, it's almost absurd that these things even draw in a grown adult's attention, but there you have them, rooms full of adults from all ages sitting with a pint of beer and pushing in \$20 notes every five minutes. There is only one button to press, it's completely at the hands of the electronic system. Zombie behaviour.

In the other room are the TV screens with dog and horse races and again the same lot of grown adults chucking \$100's and \$1000's of dollars away with only a couple small wins to get them through the week. It freaks me out every time I end up in one of these places, and I never go in by my own accord.

I mentioned this because this was how my bad week started. Upon exiting the 'tavern' in my van with Pringle in the passenger seat, a cop car must have been waiting just outside in the hope of catching someone drink driving. As I drove

out the exit the kerb was kinda big and the van had a little wobble more than I expected. I hadn't been drinking at all so when the police pulled up at speed right behind me and put the lights on I was pretty confident it would be a waste of their time.

It was on the main road so I didn't want to pull over with the busy traffic. I was looking for a safe place to stop but there wasn't one for a good kilometre. As I turned left at the next exit, out of frustration the copper started sounding his siren. I took my next right into a Burger King car park thinking I was doing the right thing, but they thought I was trying to elude them!

After coming to a stop in a safe position, two police officers came charging to each window with a breathalyser already in hand and the biggest attitude. He shouted at me telling me 'when you see the lights you pull over straight away!' I tried to argue my case and say I was looking for a safe place but to no avail so I just let them do there things and passed the breath test with ease. Clearly upset with their lives, we were then charged for Pringle not wearing his seatbelt. \$300 and three points each! Because I was the driver I was responsible for Pringle not wearing his seat belt.... Thinking this was as bad as it was gonna get, they then did a vehicle check and came back to say my tax had expired! I hadn't even given it a thought and right enough it was out of date, so I got the book thrown at me and had to shell out a few \$\$\$ in fines. The police over here are Nazis! I think with the ratio of people to roads over here compared to the UK, the police have a lot firmer hold of things, and being my usual speedy self, I seem to be getting a few more fines than I would like!

So it wasn't the best start to the week but the whole team had a great couple days testing together. I'm making improvements with my bike more and more each week and Pringle has been working his magic so I'm confident that soon I'll be up to speed and feeling comfortable on the KX. The last round is this weekend at Coolool then it's into supercross training, so it's all going on at the moment and its just nice to be back riding again. Now I just need to avoid these blue hats!

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THE REVEREND

UK MINI BREAK

AFTER HIS FIRST GP PODIUM, JAKE TAKES TIME OUT AT HOME IN THE UK FOR A COUPLE OF WEEKS, ONLY STOPPING FOR THE SMALL MATTER OF THE BRITISH GP!

Words by Jake Nicholls Photo by Ray Archer

Hi everyone, hope you are all good. I am currently on the way back to Belgium after my two weeks at home in the UK. The last time I wrote we had just got back from a big trip from Russia. We had a weekend off so it was nice to spend a bit of time with Blu and Jeff but also I made a bit of progression that week on the 2013 bike. It was still a little bit alien to me but I got accustomed to it very quickly and pounded out some motos around Lierop before it closed ahead of the GP. I feel like I've got a new lease of life with the new bike as it is so comfortable to ride at high speed and I feel like I am a different rider now. Jacky, Ollie and Werner have been a big help in getting me comfortable with the bike quickly. The weather was really nice for the weekend off which was a bonus as we went jet-skiing in our friend's lake which was cool and a great way of switching off from racing.

The following week it was back to work and it was really nice to practice on a hard-pack track as I seem to have just ridden sand for a long time. We had two good days of practicing and then it was onto the Czech GP, where I had one of my best races last year with a fifth place after my injury. I always seem to gel well with this track with the high speeds and slippery surface as well as being natural with big hills which seem to suit me. Saturday went quite well for me but I am never at my best on Saturdays at the Grands Prix, I'm not really sure why, I think sometimes I just keep a bit in reserve without knowing. But Sunday was good and in the first race I got my best ever moto finish with a third place, it was a huge, huge milestone in my career and I was over the moon after the race. It was great to have my parents also at the race so they were there to share the moment with me (even my dad had a tear in his eye). Like most racers I could have never ever got there without them and they have sacrificed a lot for me.

I hope the success doesn't end there and that I can share more great moments with them in the future. It was so nice to see them and Blu so pleased once I came off the track as I was still quite in the zone and it hadn't really sunk in yet. But to see their faces really made me realise what I had achieved.

The second race was also good but unfortunately I lost a battle with Zach Osborne in the closing stages and therefore drew on points with him. But I lost the podium third place through his better second race which was a shame but at the same time I was chuffed to bits with the day and I had also moved up to fifth in the championship. So we left Czech happy campers but I also was quite excited deep down as I knew that I could go home to the UK for two weeks that Tuesday.

After getting Jeff's passport stamped at the vet, we packed our life in the camper and the van and returned to sunny Suffolk for a two-week break ahead of the British GP. The first thing I did when I got home was do

some riding on my track which was really nice as we had had some rain and it was lush, green and a little bit overgrown. The rest of the week was filled with cycling on our country roads which I had really missed after constantly riding on flat roads in Belgium, I know Suffolk is not exactly hilly but compared to Belgium it is!

I put in a lot of work this week and come the weekend I was really due a rest but it felt good that I had done so much and really earned a complete weekend off. One of my friends had a barn dance on Saturday night, which was great fun and I let my hair down a little. Then the excitement really started to build ahead of the British GP and I was really feeling good. I had a good week on the bike and physically I was feeling in good form, that Thursday my dad invited a couple of the team sponsors and Jacky over for big meal which was really cool. I feel privileged to be in a team with big sponsors that have a big passion like I do for the sport.

Friday we set off for the GP, it was great to turn up there and have something to watch as there were races on already instead of being bored all day and I was very impressed with the kids racing there. Saturday was average for me as usual at a GP but already I could feel good support around the track. Sunday was another level and was one of the best experiences of my life, I feel like I really thrived off the atmosphere around the track and although I didn't get a podium, I was really pleased with fourth and fifth, for fifth overall, I had to battle all the way in both races and even had a bit of argy-bargy after the race with a crying van 'beek about how I shouldn't brake check him or some crap.

I can't thank all the crowd enough for all their huge support that they gave me all around the track and I can only hope for bigger and better things for the British GP next year. I was really tired the Monday after the race and I could really feel I gave absolutely everything on the weekend, even my 90 minute bike ride felt like a marathon. As I write this I've just taken part in my first Red Bull UK academy for 65cc riders, seven of them came and rode at my house under the tutelage of Dave Thorpe and myself, which the kids seemed to like and they had a great time. I certainly enjoyed teaching them as it was my first ever time doing that.

Right, that's it, I've passed the time well writing my column and we're nearly back in Belgium, ready for a tough week and a half sand training ahead of the Dutch GP at Lierop. As you'll know from elsewhere in DBR I've been picked to represent Team GB at the MX of Nations, I'm very proud to be selected and the track is only four miles from my house so I've done a lot of riding there this year. Thanks for the support. **Go Hard #45**

J. Nicholls

SEARLE SIGNS

TOMMY STICKS WITH TEAM FLORIDE KAWASAKI TO RACE MX1 IN 2013 – LET THE RIDER SHUFFLING BEGIN!

Tommy Searle has signed a lucrative deal to stick with the team which has brought him so much success over the last two seasons. No stranger to the 450, Tommy rode one at the MX of Nations in France last year and showed everyone he's capable of top results. The MXofN hits the Lommel sand at the end of next month and Searle will again lead Team GB on a KX450F-SR, which will also act as his first preparation for the 2013 season. The two-year deal to move to the MX1 is with Searle's current Floride Kawasaki Monster Energy Pro Circuit team alongside the MX2 riders.

Searle's well-acquainted with the Kawasaki factory too, and loyalty to Team Green was clearly part of the decision: "I'm really happy to continue racing with Kawasaki; I spent a lot of my amateur career with them and we have been together again for two years. I really like the KX450F-SR and it was a big decision for me. I expect to be fighting for the win every weekend; it will be my first experience in the class but we'll have all winter to work hard and be ready for the first GP."

European Race Manager, Steve Guttridge, wouldn't be drawn on the figures involved but no doubt Tom has taken a decent chunk of dough to stop him leaving. It's no secret that Searle was courted by many of the top MX1 teams, even testing the factory Honda, but Guttridge claims: "Tommy told us he'd tested the Honda but he also rode a standard 2013 Kawasaki and he said he preferred the Kawasaki, even in standard set-up. He said it was enjoyable to ride and he looked fast and happy on it, which is a great combination."

ROELANTS ROLLS OUT

TOUGH NEWS AS GP WINNER ROELANTS DISLOCATES HIP

Every silver-lined cloud has a dark under belly? While we think of a suitable analogy spare a thought for Tommy Searle's Team Floride Monster Kawasaki Pro Circuit (jeez they need to sort their name out next year!) team-mate Joel Roelants, who hit the deck on one of the uphill monster jumps at Matterley Basin and then got landed on – dislocating his hip in the process. It's a terrible injury at this stage in the year and the Belgian and his team were quick to announce that was his season over with. After taking a couple of moto wins, GP podiums and the overall MX2 GP win in Latvia this year it's tough news for a man steadily working his way up the ladder.

KIARA CROWNED

FONTANESI WRAPS UP THE WMX TITLE AT THE BRITISH GP

The huge victory banner that was rolled down from the Monster Energy rig at Matterley Basin for the British Grand Prix greeted Kiara Fontanesi across the finish line as the rapid Italian wrapped up her first FIM Women's World Championship title.

Fontanesi posted a 1-3 result in her two motos at Matterley to become Italy's first ever female world champ. A first lap crash in moto two made life hard for the 18-year-old from Parma but she pulled it back to third position in typically dominant style. Fonta has won four GPs from seven this year and notched 10 motos wins from 14 giving herself a 100% podium record in 2012 – that's championship winning form if ever we saw it.





Cairoli took Loket and Matterley like a breeze and now looks odds-on to retain the MX1 title



Herlings is relentless with his trips to the MX2 podium

KTM DOUBLE BUBBLE?

WITH THE SEASON NEARING ITS CONCLUSION THE MX1 AND MX2 CHART-TOPPERS ARE LOOKING SOLID. LIKE IT WAS EVER GOING TO BE ANY OTHER WAY!

Words by Jon Pearson Photos by Ray Archer

With the season getting towards crunch time one thing is looking clear – KTM has the MX1 and MX2 2012 world titles pretty much sewn up. Since we last checked in, Cairoli hasn't looked like allowing his KTM 350SX-F to fall as low as second place in a moto, let alone drop any significant points. The nearest challenger was Rockstar Energy Suzuki's Clement Desalle but the Belgian had a shocker in the British rounds and went home with a poor 6-11 card that has to signal the end of his title challenge, or indeed anyone's title challenge for 2012.

A bundle of riders are finally along for the ride now it's contract time – the Kawasaki duo of Christophe Pourcel and Gautier Paulin, KTM's next best Ken de Dycker and returning Max Nagl – and are all showing strong mid-to-late season form which is making the battle for top 10 slots in the championship really hot up. Honda's Bobby Bobryshev and Rui Goncalves, plus runaway British championship leader Kevin Strijbos, Xavier Boog, Tanel Leok and best Brit Shaun Simpson are all in close company week in, week out, for the top ten moto placings. At both Loket and

Matterley it was this bundle of stars behind the dominant Cairoli who shone more brightly in the MX1 motos.

The return of Cairoli's team-mate Max Nagl after a prolonged period of recuperation, recovering from back surgery, is worth noting. Nagl hit the hard Czech ground running with a result which must have been as much about letting the world know all was well as it was about letting his stand-in Ken de Dycker know who's the 450 boss at KTM. A 3-4 result for the 450SX-F pilot was backed-up in fine style at the British round with 2-2.

But who'd put a bet on the wee Cairoli man not winning the world title? After his abomination in the Swedish mud he has won seven of eight motos, and finished second in the other. For a while Clement Desalle may have felt a glimmer of hope that Lil' Tony was human, but it didn't last long did it Clem? And now you've got to worry about second place being stolen too!

Barring a terrible scenario for Jeffrey Herlings in MX2, and let's face it someone somewhere tried that already this year when they sent a Russian ram rider to crash into him, the title looks out of Tommy Searle's reach – despite the Brit's best efforts. They traded blows

back and forth at Loket when Searle put down a 'solid' move to pass Herlings which sent the Dutchman down. Angry Jeffrey picked himself up and charged like the championship depended on it, duly caught and passed Searle with ease showing him the edge of the track on the way past, before pressing on again to catch and pass van Horebeek (who duly rolled over like a puppy wanting his tummy rubbed – again). Searle finished third.

The two took it like men, with Searle approaching Herlings immediately after the race to account for his aggressive move and Jeffrey more or less offering a shrug. Not that Herlings is white-than-white of course.

Behind the handbags of the leading MX2 duo at Loket though it was a fantastic weekend for long-time nearly-podium man Jake Nicholls. Jake has been banging his Nestaan Racing KTM on the door of the podium of late and with a recent engine upgrade from the KTM factory he took that extra step needed and bagged his first ever GP moto third.

Speaking afterwards Jake said: "It feels unbelievable. It's my fifth year in this class and I've been working so hard. When I first started racing GPs I

thought 'will I ever reach it?' but I kept pushing and pushing and pushing. It's come with so much hard work and it really hasn't come easy, even in that race it was a fight all the way to the end. It is unbelievable."

Then at Matterley Basin for the British GP the unstoppable pair proved again they are the fastest guys out there with MX1 beating lap times and another classy show; see our separate GB MXGP feature on p34 for more.

But it is Herlings who has remained consistent throughout 2012, never dropping off the podium, bar a couple of motos, since GPs returned to Europe. As we mentioned previously, but for the double-DNF in Latvia, Searle would be a hell of a lot closer to the top of the table. But whats, ifs, and buts won't change the facts and in the post-British GP press conference Searle seemed resigned to the fact the championship had all but slipped from his grasp – even if he would only go so far as to say "it looks difficult".

Searle's only hope is Herlings hitting some mechanical woes to match his own misfortune but it's looking less and less likely. The outcome from Loket and Matterley is Herlings extended his lead to a resolutely healthy 51.

STANDINGS

MX1

1	Antonio Cairoli	542
2	Clement Desalle	487
3	Christophe Pourcel	452
4	Gautier Paulin	440
5	Ken de Dycker	404

MX2

1	Jeffrey Herlings	572
2	Tommy Searle	521
3	Jeremy van Horebeek	475
4	Joel Roelants	367
5	Jake Nicholls	359



TITLE DECIDED?

THE MAXXIS MX1 TITLE CHASE IS ALL BUT OVER WHILE MX2 ACTION RAMPS UP A NOTCH AT LANGRISH

Words by Jon Pearson Photos by Ray Archer and JP O'Connell

Fresh out the box for us putting this issue of DBR together was round seven of the Maxxis ACU British MX championship at Langrish, just along the A272 from all the action GP at Matterley.

HM Plant KTM UK rider Kevin Strijbos continued to run away with proceedings with another triple moto win in MX1. It's not a case of having one hand on the title, more that he may as well have driven home with the trophy in his kit bag.

Strijbos' only real contender for the title Shaun Simpson could have upset the apple cart on his Monster Energy Bike It Yamaha but really needed to pull some moto wins out the bag down on the Downs. His 2-2-2 on the day was consistent but it looks like he'll end the season with another number two – overall that is.

Behind them the Route77 Energy MVR-D Honda pairing Gert Krestinov and returning from injury Jason Dougan battled hard with Jamie Law (Team STR KTM) for the final podium spots – Krestinov eventually took third overall thanks to a 5-3-3 scorecard.

A notable addition to MX1 proceedings at Langrish's chalky hillside was Gordon Crockard. Standing in for the injured Ray Rowson in the LPE Kawasaki Team, Crockard took a well-deserved 11th after a healthy break from Brit MX action. But for a DNF in moto two he'd have been higher.

MX2 provided plenty of entertain-

ment as ever with a couple of banzai races getting the crowd on their toes. At various points the GP drop-ins from Monster Energy Bike It Yamaha, Zach Osborne and Arnaud Tonus, were swapping the lead with Elliot Banks-Browne (HM Plant KTM UK) trying hard to keep his title hopes alive. Championship leader Mel Pocock on the third Bike It machine, Nico Aubin (Buildbase Honda), Bryan MacKenzie (Pendrich KTM) and Neville Bradshaw (Evotech Stevens Honda) were all in with shouts and ran seconds apart for most of the motos. Whether you're talking MXGP or MXGB, where both the MX1 championships are looking like walk-overs, MX2 is where it's at the moment.

As far as the championship goes EBB went 4-3-3 while mighty Mel didn't do so well with a 2-4-4 but it wasn't too poor as he still leads the series by 16 points with one round remaining (Exeter on October 7).

STANDINGS

MX1

1	Kevin Strijbos	463
2	Shaun Simpson	405
3	Gert Krestinov	318
4	Matiss Karro	308
5	Martin Barr	261

MX2

1	Mel Pocock	401
2	Elliott Banks Browne	385
3	Neville Bradshaw	312
4	Steven Lenoir	294
5	Bryan MacKenzie	286



GP GUY BRY

IRN BRY GETS THE GP CALL-UP TO REPLACE INJURED PARKER AT TEAM STR KTM

Bryan MacKenzie will replace the unlucky Nez Parker for the remaining GPs of 2012. With Parker suffering ligament damage to his knee in race one at the British GP Bry will step up to MX1 GP and partner J-Law on the STR KTM 450SX-F at Leirop, Faenza and Teutschenthal.

For STR team manager Steve

Turner it was an easy choice: "I like the way Bryan rides and he's raced in GPs before so he knows the score, plus he rides a KTM already so it made an easy decision. He's a bloody good rider and we're all looking forward to working with him." Read all about it from the horses mouth (so to speak) in Irn Bry's column across the page here.



SANDY BULLS

RED BULL PRO NATIONALS
HITS HAWKSTONE WITH A
BANK HOLIDAY BONANZA...

Red Bull Pro Nationals are certainly getting a rep for putting on a show and the August bank holiday, round 6 of the series, was a mini festival of MX all of it's own. The UK's first tandem back-flip being something of highlight, BMX world champ demo, Dougie Lampkin doing his thang and more it was Events22 at their finest. Plenty for the family as they say.

The racing is what matters mind and the biggest story was Tyco Suzuki's Stephen Sword breaking his collar bone. Tough times for the Scot who was hanging on in there fighting Nico Aubin (Buildbase Honda) for the title. With the Scot out of action Nico made hay and bagged a double win and 50 points, rocketing himself clear of the other Tyco Suzuki of Martin Barr who takes over the challenge in Pro MX1. Barr, who went 2-3, led both races early on but was swallowed up by Aubin in both motos, and Route77 MVR-D Honda's Gert Krestinov in moto two, who made it a Honda one-two on the podium by virtue of his 3-2 scorecard.

"Honestly, the first moto wasn't good and I wasn't feeling good or comfortable," said Aubin. "But we didn't change anything on the bike for the second moto and I was feeling much better in myself. Near the end of the second race I was cruising and I hit a post on the side of the track and almost broke my fingers. Still, overall I am happy and today has been important for the championship."

As at Langrish a day later the notable addition to the results was a ginger-bearded Gordon Crockard who took a non-to-shabby fifth overall on the LPE Kawasaki, standing in for injured Ray Rowson.

With one round remaining at Culham, September 22, 23, Aubin has to be favourite for the Pro MX1 title.

In the Pro MX2 class Graeme Irwin (Emberson RFX Yamaha) and Neville Bradshaw (Evotech Stevens Honda) duked out the overall with Irwin's Emberson team-mate Steven Lenoir. Grrrwin was miffed with a mistake in the second moto which cost him a full house but he ended the day on top, care of his 1-2 card.

"It was near a perfect day – I was fastest in free practice and qualifying and won the first race, then I made a small mistake in the second race and threw it away," Irwin explained. "Neville was riding really strong and my team-mate Steven gave me a big push right to the end but I'm happy to get my first overall of the season – it's awesome."

STANDINGS

MX1

1	Nicolas Aubin	217
2	Martin Barr	198
3	Gert Krestinov	172
4	Stephen Sword	167
5	Alex Snow	134

MX2

1	Neville Bradshaw	213
2	Steven Lenoir	181
3	Graeme Irwin	159
4	Nathan Watson	152
5	Stuart Edmunds	140



IRN-BRY

SUPER SUB!

BRY KEEPS IT REAL THIS MONTH WITH ROCKSTAR FOR BREAKFAST AND A CLUB RACE, OH, AND HE'S RACING MX1 FOR THE REST OF THE YEAR TOO!

Words by Bryan MacKenzie Photo by JP O'Connell

Olympic fever! We were all struck down with it over the last month and I have to admit, I was "on it like Andol!" I was watching shit that I had never even seen before or knew was a sport! I think the Olympics must have spawned from school sports day and some of the sports were just made up so every kid could be good at something. Regardless though I was hitting it hard. I would get up in the morning and fire it on. Go out riding and be listening out for it on the radio, then come home at night and hook myself back up to my Olympic IV and start absorbing it all night! I really got in to it which was a bit of a surprise cause I never have given it much attention before. But I was fully engrossed and I tip my hat to all the British Olympians who took part and kicked ass!

With another couple of weeks hiatus in the season for us domestic 'pros' this month, and with the MX2 age ruling at the GP still infuriatingly in place, it meant that there was no MXGB Festival of all things motocross/sausage-fest-in-the-beer-tent for me. Instead I thought I'd rather do a bit of racing myself as two weekends off at this point of the season just aint the billy-gun! So I took it back to the old school one weekend to support the dwindling local scene here in Scotland and went club racing.

To get right in the spirit of things I slept in after a late night at home and had a Rockstar for breakfast en-route to the track. We turned up with a bike with the wrong number on and improvised with silver duc-tape and spare-van numbers while sporting the dirty lid and boots from mid-week riding. I was proper under prepared compared to the regimental effort that I normally put in to going racing when I have to have everything organized on Friday, ready to go. I had packed about as much nourishment with me as I did tear offs – a handful and then turned real renegade when I geared up putting my left side on before my right, and that's totally unheard of! I've never put my left side on before my right in about as many years as I have raced! Right sock before left, right knee brace before the left one, right leg in my Thor pants before the left and so on. I do it with everything now from socks and knee braces, to boots, shoes, gloves, legs in clothes, arms in my shirts.....everything. That's like my 'thing'. I think most racers will have a 'thing', like a superstition that they do or have that makes them feel a little bit better. Mine is that I like to pack my gear bag the same every weekend and put my right side on before my left. Anyway it was a lot of fun to be racing without any of the stresses that I would usually put on myself and we had a good laugh all day - apart from

the roost, that wasn't funny! This track is renowned for having more stones than.....in fact, if I was ever to explain how stony somewhere else in the world was I'd use this place as a comparison because it IS the stoniest place on earth. That weekend was my first experience of really being behind people round there! Riding the teams only 250f practice bike I was playing catch up to Pistol Pete and Mark after each of the starts and spent a lot of the day eating stone spray sandwiches! It was unbelievable! At a couple of points in every moto I had my head down, eyes shut just pinning it as I was trying to move out the way of the stones and boulders that were coming at me at 30-40mph! By the end of the day I was covered in bruises and it's amazing that I had all my teeth still! I went home black and blue all over and vowed I'd never be back there again as the adrenaline wore off and pain set in!

On a lighter note though I've had a double-whammy of good news today! Firstly I've had some pretty cool news come through just now as I'm writing this....I'm going to be taking my first step on to the property ladder with my girlfriend Ash as we have just had an offer accepted on a house we found. I can't tell you how pumped I am to finally get out of our current rented place and into somewhere that has a garage. Living without a garage for the past 18 months has been like losing a bollock – it's not necessary but it's good to have it to store important stuff that I often use for a ride – BMX, my racer and practice bike of course. That's the bit I'm looking forward to the most, getting my 'nut' back and have somewhere to put all my bikes and 'guy' stuff that's been living in the back of my van, in the workshop or at my dad's house. I don't get to move in for a little while though so that should give me enough time to finish the season off and do it when I've got plenty of time on my hands.

Another bit of great news that transpired today was that I'm going to ride the last few MX1 GP's for STR KTM, while still being able to continue with my Pendrich KTM team on my 250 in the UK. It's been a while since I last rode a Grand Prix because of the age ruling in MX2 but I'm pretty excited to be getting a go at it on a great team like Steve Turner Racing. I've said it a lot in the past few years that I'm no longer a massive fan of 450's as they're just so fast, but I'm looking forward to having a go at it on a race ready 2013 450 SX-F and it'll be interesting to see how it all pans out.

Handwritten signature and "#12!"



JONTY'S BOX

MONEY MATTERS!

WITH REDUCED OFFERINGS AND CUTBACKS APLENTY, ARE THE EWC'S BUMPER PAY DAYS A THING OF THE PAST?

Words and photo by Jonty Edmunds

Make no mistake about it, the past few years have, financially, been very good for enduro's top performers. Deserved of every penny or cent they earn, the take-home pay of those at the top of their game in the EWC has rivalled, and in many cases, bettered, that of their MXGP cousins. But the big money in enduro seems to be drying up.

It's hardly surprising that a number of the EWC's bigger teams are cutting back for 2013, we are after all in a time of recession. BMW's attempt to strike back at KTM is over, and so too is its 'buy at whatever it costs' approach to hiring riders, which resulted in inflated spending for several other teams. Add into the mix the fact that the EWC tour is travelling further afield – it cost KTM and Husaberg 90,000 Euros to ship bikes and equipment to Chile and Argentina – and it soon becomes clear why the amounts available for spending on riders is being more tightly managed.

If the re-start of the Enduro World Championship in Sweden revealed anything, it was that a number of riders might well be signing for new teams in 2013. Some want to keep their earnings high and are looking for teams with cash to spend, some simply want to be on machinery on which they know, or hope, they can return to the top. Others simply haven't performed as well as they should and need to find new employers. Whatever the reason, there could well be a fair bit of football-style movement in the rider transfer market over the coming weeks and months.

On-form Pela Renet is key to a number of riders possibly finding new homes. Hankering after the big bucks, and rightly so, getting what he wants might prove a little harder than he's expecting. If his price stays high he may be forced to leave Husaberg, but he might not find too many takers in the current economic climate.

One thing a number of the teams know is that there are likely to be more 'top' riders looking for deals than there are deals available – something that always works in favour of the teams. Antoine Meo and Christophe Nambotin are safe and signed until the end of 2013 at KTM, with Cristobal Guerrero expected to re-sign any time soon. But as for Knighter, Johnny Aubert and Eero Remes nothing's certain. The big question is where will all of them go if they do leave their current teams?

In going after all three EWC titles, KTM has, year-on-year, spent considerably more than all other teams. But word in the paddock has it that that'll change for 2013. Historically opting for one 'top' and one backup rider in each class performance in relationship to payment is something KTM is rumoured to be looking at very closely for 2013. Big salaries are fine, just as long as the results keep coming!

The likes of Johnny Aubert, Ivan Cervantes and David Knight – three of the EWC's biggest names – have all had mixed, if not downright disappointing, seasons in 2012. Mechanical mishaps, bad luck, injuries, and title-hungry competitors have made things tough for all three. All have shown that they're still capable of winning, but each might end up racing for new teams in 2013.

Be it because of money, break down in relationships, the want to simply be with a new team, or whatever, one thing looks certain – there are a number of riders that will be heading elsewhere for 2013. While a handful of riders won't be pleased to see their pay packets reduced, a good ol' seat-swapping shake up will definitely be a good thing for the Enduro World Championship. Which should make next year's title race all the more exciting...

Jonty



FIRST UP

ITALY'S RISING STAR GIACOMO REDONDI IS THE FIRST EWC CHAMPION OF 2012

Italian youngster Giacomo Redondi became the first rider to claim Enduro World Championship success when the KTM-mounted redhead put the finishing touches to a dominant season in the 125cc Youth Cup class.

Making light work of the first Scandinavian world championship event in four years, Italy's next star in the making claimed two more wins to lift his first ever international title.

Marking the restart of the series following an eight week break, the Swedish event saw KTM teamsters Antoine Meo and Christophe Nambotin claim double E1 and E3 class wins, putting them in a strong position to wrap up their respective titles at the penultimate round of the series.

Meo, despite suffering with flu, notched up two more wins, helped in part by underperforming Finns Eero Remes and Matti Seistola. Surviving on day one, on day two the two-time world champ showed exactly why he's well on his way to title #3.

Sharing top honours in the Enduro 2 class, Juha Salminen and Pela Renet are the men to beat, with Renet's results helping him move back to the top of the championship standings.

Keeping his title hopes alive, Salminen's day one win was followed by a day two runner-up result. Despite getting a helping hand from teammate Johnny Aubert on day one, Cristobal Guerrero was unable to match Renet's pace on either day and slipped from the top of the standings.

Like countryman Meo, Christophe Nambotin enjoyed a double win despite getting smoked by Knighter during the Friday night super test. But with DK suffering with mechanical issues Nambotin enjoyed a relatively straight forward day one win before eventually moving ahead of Algar Leok during the closing stages of day two.

Another French rider to claim a double win was Husaberg's Mathias Bellino in the Enduro Junior class. Staying ahead of his largely two-stroke mounted rivals, Bellino moved himself to within striking distance of a first EWC title.

TWO STROKE TAKEOVER

BETA, SHERCO, JOTAGAS AND HUSQVARNA ALL SET TO LAUNCH A HOST OF NEW OIL BURNERS

With the likes of KTM, TM and Husaberg enjoying success with their two-stroke models it's little surprise that a number of European manufacturers are readying themselves with new two-stroke machines.

Beta, Sherco, Jotagas and Husqvarna are all known to be working on 'new' two-stroke models, with Gas Gas rumoured to be ready to revert back to an all two-stroke line-up in 2013 if it fails to reach an agreement to continue with its current Yamaha-powered 450cc rider Ivan Cervantes.

What isn't known yet is which, if any, of the manufacturers will race their new machines in the EWC in 2013, or which riders will pilot them.

SIX OF THE BEST!

AS THE ANNUAL ISDE DRAWS EVER NEAR, DBR TAKES A LOOK AT WHO'S FAVOURITE TO DELIVER THE GOODS AT THE END OF THE MONTH...

Words and photos by Jonty Edmunds

Wfeel that we've got as good a chance as anyone else to reach the podium," remarked David Knight when quizzed about his expectations for the British Trophy team at this year's International Six Days Enduro in Germany.

Once again, it's three-time world champion David Knight who leads Britain's six-man team into this year's event. The FIM's longest standing competition, the ISDE returns to Germany at the end of September following a 23-year absence. There it will celebrate the 87th edition of the 'Olympics of motorcycling'. Staged at the state-of-the-art Sachsenring race circuit in Saxony, the six-day extravaganza will be a hotly contested, and likely wet, affair.

Flying the colours for Britain in the Trophy team, Knight will be joined by Jordan Rose, GNCC regular Jason Thomas, Tom Sagar and the vastly experienced Edmondson brothers of Paul and younger sibling Lee. With all six riders well versed in the demands of the six days, it seems Great Britain stands a better chance of a top three result than it has for a long, long time.

Commenting on Britain's chances, team manager, Dusty Martin, confirmed, "Each of our riders has an enviable record of talent and experience. David Knight is a three-time world champion; Jordan Rose placed an excellent fifth in the EWC in Spain this year while Jason Thomas is having his best season to date in America.

With Paul Edmondson looking to secure his 18th gold medal along with Lee and Tom both at the forefront of the BEC, we're looking forward to it."

But it's likely to be Britain's Junior Trophy team that will deliver the best result, as it did last year in Finland. With the four-rider squad remaining almost unchanged from 2011, Britain's juniors have the capabilities of finishing one, possibly two, places higher than before. This year sees Gas Gas' Danny McCanney, Husaberg's Alex Rockwell and Husqvarna's Jack Rowland return to the squad, while newcomer Steve Holcombe (KTM) replaces the injured Jonny Walker.

In his debut EWC season McCanney has remained at the sharp end of the Enduro Junior class. Sitting second overall in the points chase, he's one of the few riders to pose a challenge to Bellino. Rockwell has proven to be a solid top-ten regular on the world scene, while Rowland has just locked down third overall in the Junior E1 European Enduro Championship. When you add in the British Sprint Enduro Under-19 Champion, Holcombe, all the signs indicate that Britain may just well deliver its best overall result at the ISDE in fifty years.

In the Junior division it's the mighty French that are the bookies' favourites to come out on top. Husaberg's Mathias Bellino has been the strongest rider in this year's EWC Junior class and will be the one everybody will have to beat. Joining him is the 2011 Enduro

Junior world champion Jeremy Joly, Kevin Rohmer and Alexandre Queyreire.

France will also be the team to beat in the senior division. With a wealth of riders to choose from, its line up comprises of factory backed EWC stars. Five of the six riders – Antoine Meo, Rodrig Thain, Johnny Aubert, Christophe Nambotin, Sebastien Guillaume and Pela Renet – have stood on the EWC podium at least once this year with Guillaume the only rider yet to score a victory. And with Meo and Nambotin expected to arrive in Germany as the Enduro 1 and Enduro 3 class world champions, it's easy to see why they'll be hard to beat.

But, as ever, the ISDE is known for surprises and just one bad result can throw open the door for another country to sneak through. Jostling for position as second favourite are Finland and Team USA. The Finnish nation is no stranger to success at the ISDE and enters Germany as reigning champions. Headed by none other than multiple world champion Juha Salminen, and joined by the 2011 outright winner Eero Remes, with Marko Tarkkala, Antti Hellsten, Roni Nikander and Jari Mattila, Finland will be worthy opponents to France.

With a number of years experience on the world stage, Team USA is a very real threat for medals this year. Led by KTM's Kurt Caselli and flanked by the seemingly-unlimited talents of Mike Brown, Destry Abbott, Charlie Mullins, Russell Bobbitt and Taylor Robert,



McCANNEY DOUBLE

MANX BROTHERS FINISH ON THE BOX IN SWEDEN

McCanney brothers Danny (Gas Gas) and Jamie (Husaberg) won't forget the EWC GP of Sweden in a hurry as it was the first event in which both secured podium success.

Claiming a handful of top-three results in the Enduro Junior class already this year, Danny claimed a deserved runner-up result on day two in Karlsborg, just missing out on the top three on day one. For younger brother Jamie the Swedish event marked his return to form following injury in South America and ended with him collecting his first-ever EWC podium.

"I knew I could do it because I should have finished on the podium on day one," commented Jamie. "I took things a bit too easy on the going the first day and lost time. Day two went well. The conditions were pretty tough, but I liked it. I'm not back to full fitness yet but I hope I can have a good end to the series now."



LEOK TAKES EEC CROWN

ESTONIAN ACE LIFTS FIRST ENDURO TITLE

Not content with sitting at home and twiddling his thumbs during the EWC's summer break, TM's enduro convert Aigar Leok picked up his first major 'woods' title by claiming outright victory in this year's recently concluded EEC.

Initially only planning on racing the Estonian round, the former MXGP racer then decided to race the remaining rounds of the series and, in clocking up a handful of wins, did enough to be crowned overall EEC champion.

"I was never planning to race the full series, but I'm pleased I did," says Aigar. "I'd have been stuck at home, just practicing, if I hadn't have raced the three EEC events. They're all been good races, and great training for me."

Britain's Jack Rowland secured a creditable third place in the European Junior Enduro 1 Championship, thanks in part to an impressive performance at the three-day final in Slovakia. Fourth on day one and runner-up on day two, in finishing inside the top three during his final day motocross race Jack netted a coveted top three result.

Alex 'Rocky' Rockwell will form part of the strong Junior team





ONE'S DUN!

DUNGEY DOES IT AGAIN, KTM DOES FOR THE FIRST TIME IN HISTORY AND BAGGETT'S NEARLY BAGGED IT

Words and photos by **Steve Cox**

With Chad Reed, James Stewart, Trey Canard, and especially Ryan Villopoto missing most of, if not all of, the AMA Nationals, it was almost a foregone conclusion that Ryan Dungey would take the title. And it proved to be true. After James Stewart crashed out of the Colorado round, Dungey's moto scores have been as follows: 1-1-1-1-1-1-1-1-2-1. And then the series headed to the sand of Southwick.

At Southwick, Mike Alessi grabbed the holeshot, but Dungey went past him on lap seven and he just flat-out split with the moto victory while Alessi held on for second over Tommy Hahn, local sand rider Robbie Marshall and Andrew Short.

In moto two, Dungey led early over Alessi, but on lap seven Dungey went down really hard. On his way down, he actually unscrewed his gas cap with his knee, and while his bike was upended, it spilled out a considerable amount of fuel. He got up and chased Alessi down, but the team quickly knew they

had to get some gas in his bike, so they planned to bring Dungey in with 4-5 laps to go, and hoped that by then he'd have a big enough lead on Alessi to hold onto the moto victory. The kink in that plan was Tyla Rattray, who went around Alessi and began gaining on Dungey. Dungey wasn't pulling away anymore. Dungey came in for fuel, and Rattray went by for the lead, Dungey pulling in right behind him. Dungey couldn't get back around the South African, and Rattray happily scored the moto win over Dungey.

Moto one at Unadilla was the race that no one wanted to win – except Ryan Dungey. Michael Byrne got the holeshot over Jake Weimer and James Stewart, who was returning from three rounds off due to a wrist injury. Stewart quickly moved into the lead, by both Weimer and Byrne, then went down hard – again – and fell way back. Byrne took the lead back, then Weimer went by and did the same thing in a different spot – augering into the dirt and dropping out of the moto. Alessi also dropped out with a mechanical failure. By then, Byrne had a massive lead over

Broc Tickle and Ryan Dungey. Tickle sat about eight seconds in front of Dungey and Dungey wasn't gaining ground when Tickle stalled his bike, costing him over six seconds and putting Dungey right on his tail. Then Byrne caught his foot in a rut and broke his fibula, dropping out of the moto. With two to go, Dungey went around Tickle for the moto win.

Moto two was all Dungey, as he led basically wire-to-wire over Mike Alessi. Stewart ran third early before he went down yet again, this time being carted off with what has been reported to be a dislocated finger. With Alessi and Weimer's terrible days, Dungey clinched KTM's first-ever AMA 450cc title with two rounds left to run.

In the 250cc class, Blake Baggett came into Southwick with 11 points in hand over Justin Barcia, and despite not being known as a sand rider, the Californian struggled to a kind of lucky third place in the first moto – thanks in part to many crashes among the leaders, including Barcia – and then stalked Ken Roczen for the entire second moto before – yet again –

forcing Roczen to settle for second with two laps to go. His 3-1 score extended his points lead to 24 over Barcia.

Then, at Unadilla, Baggett had his worst day of the season so far, matching his performance at High Point. He ended the day with a 3-5 score while the win went to Marvin Musquin's 2-3 score. However, Barcia's day was just as bad, as he ended up with a 7-2 score for an identical number of points to Barcia's. Baggett leads the title chase by 24 with two rounds remaining.

STANDINGS

450cc

1	Ryan Dungey	480
2	Mike Alessi	367
3	Andrew Short	311
4	Broc Tickle	293
5	Jake Weimer	293

250cc

1	Blake Baggett	436
2	Justin Barcia	412
3	Eli Tomac	408
4	Ken Roczen	385
5	Marvin Musquin	336



Baggett looks strongest in the AMA 250s with two rounds left



NO COMMENT

ALESSI KEEPS SCHTUM ON MXOFN SNUB

After the Southwick AMA National, where Team USA was announced, I asked Mike Alessi in the press conference about what he thought of being second in the points standings but still being overlooked by Team USA. His response? Before I could even get the question all the way out, he snapped, "No comment! Sorry, nothing personal against you, Steve, but no comment on that." The thing is, he's wanted to be on Team USA his entire career, but he was never quite healthy enough or fast enough to make it. This year, he's legitimately second in the points, but still he was overlooked. The stated reason was that he doesn't have the factory support to go, and that he's not that great in the sand, but the truth seems to be that he says and does the wrong thing, a lot, and enough people don't want him doing that while wearing the Red, White and Blue for Team USA. That, and Barcia is faster in the sand...



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ILL COMMUNICATION

ROCZEN "COMES DOWN WITH SOMETHING" BULLISH AND RED...

Ken Roczen is still very young, and it's a good thing that he is, because when he does something really dumb, it's easy to say, "Well, he's young and he didn't know better." At Unadilla, he had a breakthrough, winning his first-ever AMA National moto and finally holding off the charge of Blake Baggett and Justin Barcia, both of whom had somewhat subpar motos. But Roczen took the win in front of his team-mate Marvin Musquin, and he was so happy on the podium that he cracked open two Red Bull cans and drank them down like they were life's elixir. Normally, racers take a can of their favoured drink, empty it, pour water into it, and then drink that. Not Roczen! He's hardcore. He drank two actual Red Bulls. Then, in the second moto, he felt sick and struggled on his way to sixth place. He said on the podium that he was achy and "came down with something" between motos. Yup. His wings malfunctioned.



AMERICAN IDIOT

ENEMY WITHIN!

COX EXPLAINS WHY MIKE ALESSI ISN'T RIGHT FOR TEAM USA – YET

Words and photo by **Steve Cox**

I've known Tony Alessi, Mike Alessi's dad, since before Mike was born. I used to race at Perris Raceway in Southern California almost every weekend back then, and Tony was the track announcer and wrote all of the local stories from Perris for Cycle News, which was a weekly national motorcycle newspaper over here.

My dad actually used to run the PeeWee track when Mike was a kid racing PW50s at Perris. My dad ran the track so that I could get free race entries. The thing is, Tony Alessi catches a lot of flack for how Mike Alessi has behaved over the years – standing on people's bikes and things like that – and I don't think Tony had anything to do with it. In fact, very early in Mike's amateur career, my dad actually had to disqualify him from a PeeWee event – Mike was probably four years old – for kicking another PeeWee racer over in the first turn. I don't think he could've "learned" that already, and I never saw Tony – who raced a lot of the time at Perris himself – do anything remotely like it.

Many of Mike's antics have been well-publicised over the years, including standing on Ivan Tedesco's bike after taking him out in the final moto of the season at Glen Helen while they battled for the 2005 AMA 125cc National Championship, having his whole crew wear "Believe The Hype" shirts, complete with targets printed on them, at his first-ever professional National at Millville, and many more. And he wants nothing more in his career than to be a part of Team USA just once.

I've even tried to talk to him, I've basically known him since birth, about having some humility, because most of his gaffes nowadays are verbal. And it worked for a while, too! I told him that he is his own worst enemy, because he says things in such an arrogant manner that he actually gives his competition added motivation to beat him. If a racer is behind Ryan Dungey late in a race, and they're kind of tired, they might think it's not worth the effort and take second place. But if it's Mike Alessi out front, racers will dig deeper because the last thing they want, specifically, is for Mike Alessi to beat them. They don't want to deal with the arrogant attitude that comes along with it.

So, for a while, Mike toned it down, but it didn't last long. This year, for example, Mike grabbed a podium finish at the outdoor opener at Hangtown, but he was so busy talking about how big of an achievement it was for him and his team that no one in the press had anything to ask him about in the end. We couldn't say, "That was a great performance, Mike, so talk about this and that..." because he had already said it was a great performance and talked about anything he wanted to talk about. But the kicker to this was that at round two,

in Texas, he got a podium again, and when no one had any questions for him – for the same reasons – he sniped at the press, "C'mon, guys! Two podiums in a row! You have to have some questions for me, right? This is a big deal!" Meanwhile, James Stewart had won four motos in a row at that point...

So, while Roger Decoster [see MX of Nations story, P94] talked a lot about team support playing such a huge role in picking racers for Team USA, the truth is, I believe, that Mike Alessi wouldn't have been picked even if he had the team support that Team USA requires. It's not because Mike isn't capable, or because he wouldn't perform well, because I believe he would. But in sport, especially when you're the favourite to win as Team USA is every year, you absolutely have to have humility. People ultimately love winners, but they love the underdog more, especially when the winners are arrogant, stupid jerks about winning.

The Motocross of Nations is stacked in the USA's favour every year if only for one reason: We have a population of over 300 million people, and a massive motocross-racing base to draw from. Team USA could literally send three teams to Belgium and stand a chance at filling out the entire podium, even with the injuries. USA could literally send a Team Florida (where sand is commonplace) and podium with Matt Goerke, Kyle Chisholm and Malcolm Stewart. (Or, if James Stewart was healthy enough, send him with Goerke and his brother Malcolm for a Team Florida dream team.) And we could send Robbie Marshall (Southwick local sand racer, fourth in the first 450 moto at the National), Mike Alessi and Eli Tomac and maybe fill out the podium. I know this sounds arrogant, but this is a team event, and those are three very solid sand teams. It would take some problems for Team Belgium and maybe Team Netherlands and a couple others, perhaps, but it could happen.

Knowing Team USA has such an incredible advantage when it comes to putting together a team for MX of Nations event – an almost unfair advantage you might say – it gives the rest of the world plenty enough motivation to beat Team USA without having Mike Alessi possibly win his MX3 qualifier, then go into the press conference and say something like, "I've dreamed my whole life about racing for Team USA, and now that I'm here, I plan on winning". Or just as easily say some other such self-centred, arrogant nonsense that can only serve to give the rest of the MX world – and motocross fans everywhere we go – even more motivation to want the American team to get beaten.



HOT TOPIC

Oliver Pumfrey starts a lively chatter topic on Bubba with thread of 27 comments - "Stewart out for the rest of the season due to broken finger. What a surprise. Thoughts?"

Tony Lam: James is a fast rider for sure but way too inconsistent. I think he's too affected by his own media and press. It's no good being the fastest rider on the planet when he can't keep it under control. Dungey is the fastest rider on the planet for the entire championship, not just "that" section on "that" day at "that" time.

End of the day James is becoming a liability for a professional team. As long as they are willing to take the risk he will always have a job. Shame 'cos the series is better with him taking part.

Jordan Lilley: I think James came into the season in the right mind, when he started winning he got in his stupid head mode and got too full of himself and bugged up.

Colin Stewart: Don't be coming with the photographer blag... the fellow had crossed the track, set up a tripod, popped to the coffee stall then still made it back in time to snap a pic of bub's dropping it.



WIN!

TOP TEN NEWS STORIES

- 1: SEARLE SIGNS FOR KAWASAKI CLS IN MX1
- 2: SEARLE DOUBLES AMAZING MATTERLEY
- 3: BRITISH MOTOCROSS GRAND PRIX COUNTDOWN
- 4: ROCKSTAR ENERGY SUZUKI RM-Z250 INSIGHT
- 5: MOTOMOUTH!
- 6: PRO SHOW!
- 7: MONSTER YOUTH PRIZES AT MXGP OF GB
- 8: PARTY IN THE PARK!
- 9: SCRAMBLY FUN
- 10: CROCKARD SUBS FOR ROWSON AT LPE KAWASAKI



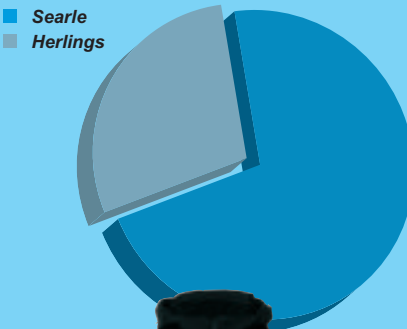
Muc-Off

If your dirtZone post appears on this page you'll win a one-litre bottle of marvellous Muc-Off bike cleaner* – unless you live outside Britain in which case we'll send you some of Muc-Off's brilliant brushes and wipes instead...
*One bottle per member per month

POLL OF THE MONTH!

Dirt Bike Rider asked:
After Tommy's 1-1 at the British GP - who's going to win the World MX2 title?
Tommy Searle or Jeff Herlings

■ Searle
■ Herlings



WIN!

VIDEO OF THE MONTH!

The person in this short clip has become an extreme sports (or at least YouTube) star overnight. We can't help but admire the guts/stupidity of the Hawkstone Park Hillbilly



PHOTO OF THE MONTH!

Katie Upton had a great time at the British GP - so much so that she celebrated by demoing her version of a seat grab heelclicker whip.



WIN! WIN! WIN! WIN! WIN! WIN!

FIND J-LAW'S LUNCHBOX AND WIN SOME AWESOME KNOX ORYX GLOVES...

Since Sully sneaked away with J-Law's lunchbox at the Bassenthwaite GP a month or so ago Jamie's been a little grumpy about it. In fact he's so peeved he's hooked up with his long-term sponsor Knox to offer every DBR reader who spots his lunchbox the chance to win a pair of his favourite gloves!

Knox knows that getting injured sucks which is why the Cockermouth protection specialist goes the extra mile to produce the most protective products around. Jamie knows this too and he's a massive fan of the Oryx gloves that are lightweight and

comfortable but have SPS Inside – that's Knox's patented Scaphoid and Palm Protection System.

To be in with a chance of winning a pair of Oryx gloves all you have to do is let us know on which page J-Law's lunchbox is hiding. When you've figured out if it's on page **A: 45, B: 56, C: 17, D: none of the above**, log on to our website and follow the competitions link to dirtZone. Then fill in the fields and fire off your entry. The competition closes on **September 6** with the **first** correct randomly-drawn entry winning the gloves.

DIGITAL VAULT

Do you ever wish you could go back through time and pick up a particular copy of your favourite dirt bike magazine to read over and over again? Well, you can if you steer your internet browser towards the DBR Digital Vault, because inside lies a good portion of our back catalogue which is accessible for FREE. We've replaced Chuck Morris, whoever he was, with the even 'arder Hank Hill who is feeling the draw of October 2006 from our digital vault this month. The parallels are obvious – this is our October 2012 issue of DBR – so we're looking back a healthy six years to a time when a man who dresses in orange colours these days was rounding out what is arguably one of the longest and most distinguished MXGP careers at Yamaha.

You must have heard of the man, Stefan Everts is his name and six years ago the Belgian MX God hung up his tailor-made Sidis with the MX1 title at Namur. We were there of course and remember it being a surreal experience as one minute the man was champion of the world in blue and the next he was signing on with KTM as team manager.

Elsewhere in the issue, just as now, the talk had turned to the MX of Nations and who, if anyone, could beat the Americans that year. There was also a story about a 15-year-old kid called Elliott Banks-Browne, whatever happened to him?



TWEET OF THE MONTH



Shaun Simpson
@shaunsimpson24
Does anyone know where you can buy Holeshots???

#killinme



RED BULL ACADEMY DAYS

IT'S BEEN A BUSY MONTH FOR THE RED BULL ELITE YOUTH ACADEMY WITH THREE DATES TO FIT IN THROUGH THE SUMMER HOLIDAYS...

One of the qualities moto-master Dave Thorpe looks out for – along with speed and potential – is staying power and the next generation of MX pros have not disappointed.

Fresh from the very first Red Bull Elite Youth Academy day in July for 65cc pilots at Apex (featured in last month's Rage) Dave then moved south to Cusces Gorse in Wiltshire for a training day for SW and BW85cc riders. From there it was east to Ipswich and Jake Nicholls' private track with the 65cc main movers and shakers again before signing off for the month back at Cusces Gorse with the UK's top Rookie racers.

"We've started something very positive," says Dave, "and I'm genuinely excited to be part of it. It's so rewarding for me to be working with such young, promising riders. They've got so much potential and it's great that with the support of Red Bull I'm able to play an important role in developing their talents."

GP star Jake, currently sitting fifth in the world MX2 championship, recognises the importance of having something like the Red Bull Elite Youth Academy in the UK.

"I can't stress enough how important and how great it is that Red Bull are putting these academy days together – we've never lacked the talent in motocross but we have lacked the support needed to nurture the kids into champions," says the 22-year-old Nestaan JM KTM rider. That's exactly what Red Bull have stepped in to do and it can only go from strength to strength with backing like that.

"All the kids showed huge potential and a lot of character which I particularly like and with someone like Dave Thorpe who has a wealth of experience teaching young riders – including myself from the age of seven – on-board and then a young athlete like myself I think it's a great mix for the kids."

It's a sentiment echoed by Elliott Banks-Browne who attended the opening academy day at Apex and also rolled up his sleeves and pitched in with the Rookies at Cusces Gorse.

"The experience with the Red Bull Elite Youth Academy has been awesome," says Elliott. "I never had an experience like this when I was young – I was never trained by pros in the way these guys are. Obviously I had a good family around me but it's not the same – it would definitely have been beneficial and I'm excited to carry this on with Red Bull and put something back into the sport."

Details of the final Red Bull Elite Youth Academy date of 2012 will be finalised over the next couple of weeks.

Here's what some of the Red Bull Elite Youth Academy members have to say about their experiences so far...

TOMMY ALBA, 16

"Today was excellent – just having two riders like that talking to me on an individual basis about what I need to improve on and explaining key points that I've never even thought about. It's been a big help and once you put into practice what they've just said you really do feel the difference."

DAN THORNHILL, 17

"It's been very good to train with such top class riders. Dave's been there, done it – you learn to ride your own way so it's good to hear from someone as experienced and who has been as successful as Dave has been. I've learned a lot – especially from the way he pinpointed how I was riding different parts of the track. Elliott has got his own unique style and he tried to pass that on to us and it made a big difference and really worked."

LIAM GARLAND, 16

"Dave and Elliott have given me some top tips on the track about keeping smooth with constant throttle control and helped me to find some good lines and take a few seconds off my lap times. The Red Bull Elite Youth Academy is a big help for me and hopefully I can take what I've learned today and keep improving."

CHRISTOPHER MILLS, 11

"I had a good day today – the track was good but dry and slippery. I learned how to come smooth into the corners and attack between jumps. I also know how to make more use of the front brake now."

JACK WANKLING, 11

"I improved on my jumping and on setting myself into the corner – that was probably one of the best things I've learned today. Jake also showed me how to make better use of the clutch. The track lay-out is great but the sand doesn't compact into the bottom which makes it pretty slippery."

ROSSI BEARD, 9

"It's been a great day. I especially liked the whoops and I've definitely learned from today and got faster thanks to the Red Bull Elite Youth Academy."

MX2 Juniors under-18 runner-up, Harry Kopec

MX2 Seniors third-placed finisher, Samuel Mumford

MX1 Junior champion, Nicholas Seaborn

AM SANDWICH

Brett Emms (304) and Matthew Best in MX2 Seniors action

MX1 Experts third placed finisher, Matthew Hitchman

GLOUCESTERFOSTERED

BORN IN THE '70S GLOUCESTER MX CLUB STILL HAS TWO OF THE ORIGINAL FOUNDERS RUNNING THE SHOW...

Words by Mike Gurney Photos by Mike Woods

The Wessex and South Wales AMCA group formed into its present guise around 2005, but the history of the Gloucester club, the filling in this month's sandwich, goes a lot further back. Bert Taylor, Patricia Price and Colin Price were three plucky characters behind the formation of Gloucester Motocross Club, and that was back in 1978. And it's quite a feat of achievement to note that Pat and Colin Price are still at the club's helm today - well done indeed, DBR salutes you. The club also owes a massive debt of gratitude to longtime chairman and vice chairman Sean McKenzie. Soon after formation, the club quickly moulded into a well-run and tight outfit which meant it wasn't long before they were hosting IMBA events on a regular basis.

The first went off at Paunthouse Farm in 1981 where Mark Fulton nailed the 250cc honours for Team GB. Throughout the mid

nineties IMBA hosting almost became the norm and in '94 Allen Craig scored more home success as he won the combined 250/500cc event. In '95 it was Belgian Gunther Geerts who walked off with the 125cc spoils, but British success returned the following year as Sean Grosvenor won the open section. 1997 was to be the last of a marvellous run and the top honours went back to Belgium as Walter van Rompaey stood on the Open class top step.

By 2007 the IMBA connection had returned in a different way when Colin Price was appointed as GB Team Manager - a role he carried out alongside his AMCA directorship. In 2012 the club has Martin Gibbs Conway as its chairman with Sean McKenzie in his 28th year with the club, operating now as vice chairman.

Over the club's long history it has used many different courses. In the past some were permanent venues but more lately the club can be found utilising tracks such as Brookethorpe,

Rockhampton, Boraston and Pontrilas on a one-off basis while they search for a new permanent home. Nympsfield, Frocester and Paunthouse Farm were the early home venues, with a move to Ebworth in 1982. The Ebworth track quite bizarrely having to be given up towards the end of the '89 season due to the discovery of rare wild flowers growing on the land. After vacating Ebworth the club took up residency at Haresfield in the early '90s.

Bringing the story bang up-to-date, for 2012 Wessex and South Wales planned a championship of six rounds. But due to the year of plenty (rain that is) eventually it had to be shortened to a four round affair. There will be trophies for the first ten in each class with the top three also receiving extra awards from the championship sponsors. All the silverware and goodies will be dished out at a special presentation evening on October 27th at the Three Crowns Hotel in Hereford.

WESSEX AND SOUTH WALES GROUP CHAMPIONSHIP - OVERALL RESULTS

Junior Inters:

- 1 Joshua Gethin - Hereford
- 2 Kyle Hall - Ross
- 3 Tom Mumford - Hereford

MX2 Senior:

- 1 Adam Litchfield - Merthyr
- 2 Benjamin Mumkin - Ross
- 3 Samuel Mumford - Hereford.

MX2 Junior under 18:

- 1 Grant Jones - Hereford
- 2 Harry Kopec - Gloucester
- 3 Liam Williams - Llantrisant

MX1 Senior:

- 1 Darren Savage - Gloucester
- 2 Clive Emerson - Hereford
- 3 Marc Millard - Gwent.

MX2 Junior over 18:

- 1 Martyn Edgington - Gloucester
- 2 Dan Hodges - Gloucester
- 3 Paul Chandler - Ross

MX2 Expert:

- 1 Jordan Davies - Upton
- 2 Daniel Brazil - Gloucester
- 3 Liegh Martin - Ross.

MX1 Junior:

- 1 Nicholas Seaborn - Ross
- 2 Ashley Tillings - Ross
- 3 Nigel Reed - Raglan.

MX1 Expert:

- 1 Phil Delaney - Ross
- 2 Richard Lloyd - Raglan
- 3 Matthew Hitchman - Cheltenham

AMCA WESSEX AND SOUTH WALES GROUP

CHELTENHAM SPA SC

Secretary: Paul Honeywell

Contact: 07976 921047

Club night: Mondays (fortnightly) 8:00pm
Cheltenham Motor Club, Cheltenham

GLOUCESTER MXC

Secretary: Mrs Pat Price

Contact: 07955 228494

Club night: Wednesdays (fortnightly) 8:00pm
Winget Social Club, Tuffley Avenue, Gloucester

GWENT MCC

Secretary: Adrian Deeley

Contact: 01633 877208

Club night: Tuesdays (fortnightly)
Unicorn Inn, Cwmyn Yscoy, Pontypool

HEREFORD MXC

Secretary: Peter Reed

Contact: 07748 598874

Club night: Mondays (weekly) 8:30pm
Three Counties Hotel, Belmont Road, Hereford

LLANTRISANT MCC LTD

Secretary: Lindsay Hanley

Contact: 07929 340127

Club night: Tuesdays (fortnightly) 8:30pm
Three Saint Hotel, Llantrisant, Business Park,
Llantrisant

MERTHYR MCC

Secretary: Carl Smith

Contact: 07960 940911

Club night: Thursdays (fortnightly) 8:00pm
Merthyr RFC, Merthyr, Tydfil, South Wales

RAGLAN MXC

Secretary: Karen Reed

Contact: 07891 774448

Club night: Tuesdays (fortnightly) 8:00pm
King of Prussia, Penpergwm, Abergavenny

ROSS FALCONS MCC

Secretary: Ray Davies

Contact: 07713 580021

Club night: Tuesdays (fortnightly) 8:15pm
The Hope & Anchor Pub, Wye Street, Ross-on-Wye

STAUNTON & CORSE AMCA MC

Secretary: Josh Dudfield

Contact: 07540 790608

Club night: Tuesdays (fortnightly) 8:30pm
The Swan Inn, Staunton, Gloucestershire

UPTON MOTOSPORTS CLUB

Secretary: Sarah Pollock

Contact: 07855 914807

Club night: Tuesday (fortnightly) 8:00pm
The Black Dog, Newent



Inter Juniors
runner-up Kyle Hall



DANGEROUS

MIDNIGHT OIL!

RAIN OR SHINE, DANGEROUS DUNHAM IS RACKING UP THE MILES (AND PACKING IN THE HOURS) THIS MONTH

Words by Lee Dunham Photo by Sutti

Right now my eyes are propped up with duct tape writing this. I've just finished work on a Monday after getting back from the German European Round. We drove all night, got in at 6am then straight to work. Ouch!

We've had two big races and both were complete opposites. Round two of the AMCA British Championship at Brookthorpe was a mud bath, then a week later in Germany it was 40°C for the IMBA European round!

At Brookthorpe, qualifying went ok. I set up with a good gate choice and I think I was fourth- or fifth-fastest so I was pleased to get a nice pick. We got back to the van, in a matter of seconds and, no joke, we laughed at how much rain fell, almost like next door had the power washers on our awnings. I looked at the track and it had changed so much since qualifying. I know it's funny to say but I was actually looking forward to the race more so afterwards.

I pulled a nice start, a couple of riders went down and I found myself in the lead from like corner two or something. Within a lap a guy passed me on a double section but he went down half a lap later because the track was like ice. We had 20 minutes still to race so I didn't really panic too much, just kept my my goggles clean. It was a pretty fun race. I stayed cool and although Deany, who rode good, passed me later on it was a nice surprise to find I had the lead back at the chequered flag!

The second moto went good too. The rain had stopped by now luckily, and I'd watched the MX2 guys out there – by this time a couple lines were appearing. I had another good start, sat in third for the first couple of corners. Still I'm not really sure how, but Payne and Barrs (C) collided in mid-air and landed about one metre in front of me. Luckily no one was hurt, Barrs managed to stay on and rode mega for the win. Payne didn't have any luck at all and went down pretty bad there after grabbing the holey. I was lucky not to land on the pair of them and rode to a clean race in second place. It was just one of those soil your pants in mid-air moments!

Moto three was good for points too, although I went to sleep, focused too much on silly things, and rode tight. I rode to fourth place, for second overall on the day. I'm nine points off the leader

in the championship standings after two rounds which I'm pleased about but hopefully at the next round we can close the gap a bit more.

After about a week of washing kit/bikes/goggles/helmets and the like, we set off for Ohlenberg, Germany for the European round. We caught the ferry at Dover and drove about five or six hours across the French and Belgium borders and then finally into Germany. The windows were open the whole way because it was boiling in the mid-30s. We finally got there, set up base in the Great Britain pits and chilled while the local races took place before our race day. You could feel the temperature rising and after speaking to the German team leader, the local temperature set for 40°C.

First practice went really well on Sunday. We made a couple of adjustments to the suspension and set out for timed training. I felt pretty good, but only managed eighth fastest which was annoying, as the start at the short Ohlenberg circuit was crucial.

Moto one came and boy was it hot! I drenched my shirt in water, and pulled a good holeshot. A German guy passed me and we set a nice pace and things were looking good. Only for a red flag and a re-run. The second moto went the same, another holeshot only for another red flag. In both re-runs I ran 6th which was good although the heat really was getting to me. I could feel my feet swelling up in my boots.

In the last moto, where the races previous had been postponed a long time, it was later on than usual so the temperature was dropping off and making the heat a little more bearable. I got off the start gate really good but got boxed in on the tight first corner, I spent the majority of the race playing catch up then – luckily for me a few riders being subject to the slippery conditions I was able to pick off and got back to ninth at the flag and sixth overall. Although the day didn't go all to plan we still rode good and had fun.

A long drive back to the ferry port, a midnight boat and we hit the UK early doors ready for the drive north. We walked through the door at 5.55am. Work wasn't the best to say the least. Anyways that's another story! Later.

Lee Dunham
dunbikerider 29



ALPINESTARS

CX COMPRESSION JERSEY

Compression jerseys (and tights) are a bit of a weird one to get your head around but we've worn them and they do seem to meet their claims i.e. enhance circulation and reduce fatigue when you're riding, helping you ride longer because your muscles are working more efficiently.

The CX Compression jersey does that, with some Italian style of course, and is designed to fit in the race riding position, which means the arms are tailored and the overall length is cut to prevent the jersey from riding up.

The main body is constructed from a heat and moisture-wicking poly spandex and mesh combo for better air circulation and there's an integrated protective foam layer on the elbows designed to stay in place (and not twist) in the event of a crash.

Price: £57.34

Supplier: alpinestars.com

Contact: CI Sport 01372 378000



UNIT

SYNC JEANS, WILHELM CAP, LINGUISTIC TEE

We're all about quality here at DBR and it takes about two milliseconds to make the call on how good Unit apparel is. Art-based street wear sounds good even before you get the gear. Unit Sync Jeans (or pants for those of you Stateside) are a cotton, chino material – though clearly not a pair of your dad's chinos! Unit Wilhelm Cap Unit is an under-stated number that rocks and the Linguistic tee kinda speaks for itself doesn't it?! Like many of Unit's tee prints it's also available as a poster so if yo mamma ain't gonna let you out like that then you can at least put it up on your wall.

Price: Jeans £49.99. Tee £22.99. Cap £22.99

Supplier: www.decade-europe.com

Contact: 01792-469811

USN

PROTEIN FUEL 50

Among the leaders in sports nutrition Ultimate Sports Nutrition (USN) have a range of supplements, drinks, energy bars, protein builders, you name it. Packed with protein and carbohydrates, Protein Fuel 50 is recommended as a pre-training drink to control satiety levels and is designed to be drunk 'on the go' while you're out there racing or training. There's too much science behind it all to list here so check out the website. Available from, among other places, your local Holland and Barrett in these 500ml bottles, it comes in vanilla, strawberry or chocolate flavours.

Price: £20.94 (pack of six)

Supplier: www.usn.co.uk

Contact: 0845 1800556

BRITTOOL EXPERT

PLIER SETS

Staying true to its ethos of manufacturing good quality hand tools at an affordable price, Britool Expert has added two new sets of robust, cost-effective pliers to the range.

Available in three-piece and four-piece sets, both include 180mm combination pliers, 160mm engineer's cutting pliers and 200mm long-nose pliers, with the four-piece set including the 250mm twin slip-joint multigrip pliers. All feature soft-grip ergonomic handles to keep your pinkies comfortable when you're working those pliers hard!

Price: 3-piece set £82.88. 4-piece set £110.22

Supplier: www.britool-expert.co.uk

Contact: 01142 917266

EKS

BEER GOGGLES

Apparently "everything looks better through beer goggles!" And who's to argue? Developed for MX, snow and ski action the Beer Goggles are a 'brother brand' to the more straight-laced but established EKS models, only with beer branding. That means they're compatible with all EKS lenses and tear-offs. The price ain't bad either.

The plan for beer optics is to produce a range of limited edition models and make them real collector's items so check out beeroptics.com to choose your preferred beer brand or simply to check out the home page hotty if nothing else.

Price: £22.95

Supplier: www.illumindistribution.co.uk

Contact: 07762 102432





O'NEAL ELEMENT VILLAIN KIT

Hold up! No chance of losing you in the bushes if you bag this set of 2013 O'Neal Element togs! The bonkers Villain design on the Element range is an eye-catcher alright and certainly one for the 'stand out from the crowd' types rather than the plainer options in the range. The 'sublimated' (socially more acceptable or refined?! design actually looks awesome in the flesh and adorns the entry level kit from O'Neal which they boast is a better build "than what the other guys offer on their premium line." Available in a full range of kids and adult sizes with gloves/goggles/helmets to match too.

Price: Jersey £29.99 Pants £79.99
Supplier: www.fliidistribution.co.uk
Contact: 0161 304 8555



ALIAS GEICO HONDA TEES

The US MX Geico Honda team line-up of Barca, Tomac, Bogle, Hahn, Grant is pretty cool and their kit ain't half bad either. While the 2013 Alias riding gear has been out there for a month or two the Geico Honda branded riding kit and casual apparel has been floating around unnoticed behind those scenes. Let us shed light on the matter! We're happy to point you at the range which, as ever with Alias, is quality clothing made from decent grade cotton and print.

Price: £30
Supplier: www.aliasmx.com
Contact: 0870 2438817



LEATT COOLIT VEST

The idea of soaking a vest and throwing it in the fridge for a deep chill before you ride is insanity to most of us in the UK. But we all know these fickle Isles can throw up odd hot days and it's also true to say most the time it doesn't matter what's going on, we're still working hard and getting a sweat on.

Leatt's Coolit vest is an answer. Claimed to be the only product of its type to boast sleeves it works by maintaining a cool core to your body, up to 15-20°F (8-10°C) cooler. To use it at a track you simply need to soak it in cool water for a minimum of two minutes whenever you need it. It lasts up to six hours depending on weather conditions. Moisture cool wicking fabric helps keep you dry and it's designed to be worn under all other gear. Hyperkewl™ is made from a multifiber polymer embedded fabric. Hyperkewl? Hyper cool.

Price: T Shirt £55.00. Vest £50.00
Supplier: www.apico.co.uk
Contact: 01282 473190



BILLY WHO RACE SOCKS

It says here "sorry, they don't do any pink socks." The Bear must have been hankering after some cosy feet under his desk this month but he'll have to make do with these snug black sluggers from Billy Who. The Skull design gives 'em an edge over your common or garden race socks and the technical details include venting on the top of the foot and calf, plus compression padding in all the right areas to stop sore bear paws.

Price: £11.95
Supplier: www.illumindistribution.co.uk
Contact: 07762 102432

AIROH AVIATOR ROCKSTAR HELMET

What's good enough for lil' Tony has got to be good enough for us right? The new Aviator range from Airoh comes in a small but perfectly formed set of designs including not one but two Cairoli replicas, labelled the 222 model. There's also the 'Fast' (which has got to make you faster), the 'Float' (which has surely got to make you better on the jumps) and the 'Revenge' (which has got to be make your rivals worried on the last lap), oh, and a straight white or black options.

Three sizes of the multi-axial carbon and Kevlar, composite fibre external shell should sort you out no matter what your head size and if you're a speed demon you'll be pleased to know the lid and air vent system is highly developed in the wind tunnel. It features Airoh's emergency system too, for quick release should the worst happen.

Price: £440.00
Supplier: www.mrsltd.co.uk
Contact: 01423 772885





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THE FIT AND DURABILITY ARE RACE PROVEN WITH RIDERS LIKE ELI TOMAC, JUSTIN BARCIA, JUSTIN BOGLE, WIL HAHN, AND JOSH GRANT.



HYPER TENSIC

RE-LIVE THE HIGHS, THE LOWS AND THE HANDBAGS AT THE BRITISH GP WITH OUR REVIEW OF THE FESTIVAL OF MX, STRAIGHT FROM THE HORSE'S MOUTH...

Words by Jon Pearson and JP O'Connell Photos by: Sarah Gutierrez, Ray Archer, JP O'Connell, Nuno Laranjeira

There's no sense lying about it: the British GP causes a massive load of hypertension! Not a lot of point holding back from saying the self-

proclaimed MX 'festival' lived up to that hype in one huge dollop of MX racing that got us stood out in a Basin for four solid days. Even the regular walks up the hill to the top paddock to check on DBR tester and World Championship point scorer Geoff Walker in his inflatable mushroom didn't dampen the spirits!

It'd be tempting to get carried away with it all of course, and we very deliberately got involved in a big way with our preview feature, not to mention our Searle cover last month. But the fact is that man delivered big time. There was no escape for Searle who was riddled with hypertension himself – not least to sign that deal Kawasaki was

waving under his nose for MX1 next year – and we were as worried as the next man when it came down to the last few laps of both MX2 motos as Herlings looked on it. But the man delivered and between the pair of them produced the kind of highly-skilled, high-speed demonstration of racing you will not see anywhere else on two wheels. Fact.

Following every move of the dazzling Searle and Herlings show was a patriotic and baying crowd hanging over fences and heckling like their lungs depended on it. The like of which many in this generation of MX fanatics hasn't seen before and can only rely on dad's (and Burnicle's) fading memory to recount from the days when Thorpey was rampaging, not managing Hondas.

The tension was unavoidable after a summer of sport which began what seems like years ago with European football, then a bit of tennis before the giant show that was the Olympics

ending just a few short days prior to the Matterley. The wave of jubilation (oh yes, we forgot, there was a Jubilee too wasn't there?) clearly carried over to the Basin. Thank heavens the sun shined!

Creating a 'festival' of MX was a tough call for organiser Steve Dixon, his son and his partner and a loyal crew because dealing with us oiks can't be easy but they pulled it off didn't they? Plenty of praise floated around the paddock on Sunday afternoon as the festival came to a close from racers, team managers and fans alike, all praising the track and the four day format.

Rarely have we known such praise from the racers for a track either. From the amateur racers battling through Thursday and Friday to Antonio Cairoli in his post race press conference saying, "we must have more of this, this kind of event...it's something I've never seen before."



ON



*The effort behind
Searle's win was clear*



TOMMY SEARLE

RESULTS: 1-1 OVERALL 1ST MX2

"It's amazing, today has been just amazing for me. It's always tough to do it at home because there's a lot of pressure, I mean everyone's there for you but it does get to you a little bit when you're racing and you can feel it and I didn't want to let people down because I know that they've come here to see me and watch me win. I had to give it everything to do that today and I was fortunate enough that everything went well. I got two good starts and that doesn't happen very often but I pulled two holeshots so I'm really happy with that and the bike was great today around this track."

The fans were amazing, the whole way around the track I could hear them and when Jeffrey closed up it got even louder and when he passed me at one point I could hear everyone going crazy! It was getting towards the end of both races when he closed up and I was thinking "I can't lose this thing now" but after winning the first race there was a little bit of pressure off, I was happy to have won one moto and I was thinking well at least I've done something, given the crowd something to cheer about, so even if I give it everything in the second one and come up a bit short I'd still be happy with the day. With a little bit of the pressure off I managed to pull another good start again and I was like "what, two holeshots in one day that just doesn't happen to me!" I just took my time with the race and let the track kinda come to me but it was tricky out there, it was hot and tough and I knew Jeffrey was going to be strong, as he always is in these races, and he did come at me at the end and it was close but I think it was a good race for me and a good race for all of the crowd that came to watch."

It's probably one of the best moments of my career today, I won my first ever GP here at home which was good but I've had a lot of shit luck this year so it was special for me to win this. Jeffrey's got a big lead in the championship now so I'm always going to do my best but my best is still looking like a long shot! I mean unless something goes wrong, weekends like this even if he's finishing second, he's so strong he's not going to get 10th place in two motos at a weekend. It was important for me to win here this weekend, it's been a special moment and I'm happy I managed to do it."



JAKE NICHOLLS

RESULT: 4-5 OVERALL: 5TH MX2

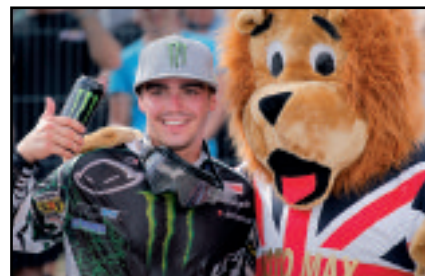
"There was a lot of talk about a podium in the build-up and over the weekend but to be honest I'm happy with that. There were some guys in there who were beating me hands-down and they were faster on the day, had an edge, but I'm happy with myself and we're making great progress. Fifth overall at the British GP is definitely progress.

You don't wish it on anyone but Roelants had a bad crash and after this weekend it effectively puts me fourth in the championship. I have to be happy with that.

There was a lot of close racing over the weekend and this track's tough which is a good thing because when you get one line like so many other tracks you get a lot of slower riders in the way through the race. Here there were plenty of lines and it gives better chance to keep on a pace.

I was pleased I held off Horebeek in race one and Tonus in the second because they were coming hard. I gave it everything to keep them behind and the 'beek got a bit shirty with me at the end there, claiming I brake checked him but, you know, I had to do something to upset his rhythm through the whoops and it was the slowest corner of the track so no danger.

The crowd was amazing though, through both motos I could really feel the difference, especially towards the end."



THE HIGHS

Tommy Searle's highlights from the British GP are obvious and we've waxed lyrical about them already. But one fact we haven't mentioned enough are the lap times the kid was putting out. His 1m57.490s lap time in moto one amid a rash of 1m57s was electric and never bettered in a race – by anyone, all weekend. The only rider to pip it, and it was a pip (not to mention something of a blip on the graph) was Christophe Pourcel's quali time of 1m57.410s on the factory KX450F. To be fair Herlings was consistent through that moto while Searle peaked and lulled slightly but MX2 faster than MX1? Searle and Herlings faster than Cairoli? Cairoli's best moto one lap being 1m59.357s. How's that then?! Running behind MX2, the track clearly got slower as the ruts got deeper for Tony and co., but Searle's fastest moto two lap was a 2m0.538, still a second and a quarter faster than Cairoli.

Speaking of the mercurial Italian, Cairoli whipped his way to two easy moto wins and yet

another overall victory, his fourth on the bounce. To say he made it look easy doesn't do his talents justice but, frankly he did and it apparently was. The reigning MX1 champ well on course for the 2012 title and who'd bet against it? The high in the KTM Racing team has to be the return of Max Nagl who held off his comeback until completely fit and he's proving the long lay-off to get over back injury has had no effect on his speed or stamina. Quite the opposite in fact. Fourth overall at his comeback in Loket he went two better at Matterley with a 2-2 score, right behind the Tony show. The other notable MX1 performance came from Kawasaki, in particular Gautier Paulin who rallied the factory bike to third overall with 4-3 finishes.

In what would otherwise have been a headline grabbing weekend for Jake Nicholls, if it were not for his Kawasaki-mounted compatriot, the East Anglian stormed the Basin with a >>

ZACH OSBORNE

RESULT: 3-4 OVERALL: 3RD MX2

"It was a great weekend for me as I had good speed and great results all weekend. I really, really enjoyed the track and gelled with it from the first lap, I mean I was a bit worried that it wasn't going to ride as well as it looked when I first saw it on Thursday but it really is an amazing track and I'm super happy with how it went."



TONY CAIROLI

RESULT: 1-1 OVERALL: 1ST MX1

"I'd like to thank the organisation for how well they prepared the track as it's not so easy to keep a track in such nice condition for the whole weekend. I got the holeshot in the first race, made a few good laps and it seems like the KTM's were all on the gas today, all three pulled away from the rest and it's a great thing for KTM. In the second race I also got a good start, I was second and Rui Goncalves was going really fast on the first few corners, I quickly found my rhythm and tried to pass Max [Nagl] at the beginning of the race and it worked so I tried to make a good gap and get some safety between me and the rest. I managed to control the race although there was a small problem with some lapped riders but I have to say there were plenty of blue flags, the thing was that some people didn't do as they should. I have no strategy for the rest of the season now, just try and win every race and if I can't then try to be on the podium, the rest will sort itself."



Zach Osborne fired onto the third podium step

well-deserved and professional 4-5 scorecard that, from where we were standing each race, was just as popular with the home crowd as with anyone else. A podium would have been his and most fan's aim from the weekend but Nicholls was on it in both motos, bagging good starts and holding strong race-long performances that impressed and ruffled at the same time. By his own admission the two motos got tougher towards the end as van Horebeek in the first, and then Tonus put pressure on the Nestaan JM Racing KTM rider. But Jake stood up to it and packed them both off – albeit with some post race hoo-har from van Horebeek, complaining about Jake's tactics (see separate Handbag story).

Aside from organising the show, Steve Dixon and his Bike IT Yamaha team had a pretty good time of it with Zach Osborne

collecting a GP podium but things didn't quite go Mel Pocock's way in EMX250. His 10-2 scorecard wasn't part of the plan after such an impressive run in the Euros. He can count Stefan Olsen as the main reason why moto one was a points scoring exercise but Mel maintains a healthy championship lead with two rounds remaining.

Special mentions must go to Brits riding out of their skins in the support races on home soil. Starting at the bottom of the cc pile is Conrad Meuse who ripped the EMX85 moto two and stood on the third step of the overall podium. He was disappointed after a moto one puncture cost him dear but the boy done good, and more importantly impressed on the world stage. Moving up to 125s and James Dunn grabbed a popular win and stood on the podium for third overall just as the MX2 boys were lining up on the

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JAMIE LAW

RESULT: 22-20 OVERALL: 24TH MX1

"I have got absolutely nothing left I've had some kind of virus...I hate it when people say that and I think "shut up" but man I've been ill! Not real bad but when I'm out on the bike, it's like I can't get enough oxygen in. I gave it everything I had to get that point, the pit board kept saying "Get Irwin, get Irwin this is for the point" I think I was in 19th and then de Reuver came past but I dug right to my toes, right to the bottom of my gut and it paid off, I managed to get the point.

That's the aim for these GPs, it's such good experience and I've got a brilliant team behind me, my mechanic Ben put everything in so for me to not put everything in just wouldn't be right. I came, got a point and now I'm going home, perfect! I've got six points on the board now, they're racking up but only slowly, I always try to give it my all and I think people see that, so brilliant. I'd just like to say a get well to Nez Parker, he's had another nasty injury on his knee and he's another lad who gives it everything he has and has no luck on his side so get well soon."

HYPERTENSTIC



ELLIOT **BANKS-BROWNE**

RESULT: 13-18 OVERALL: 14TH MX2

"I'm disappointed of course, the results aren't what I hoped for and especially that second race I got hit by a load of people in the first few corners. But I have to be positive and say my speed was good all weekend looking back and to run top ten in the quali race was good and shows what we can do. It's been tough building up to the event with so much going on [rumours of a Buildbase Honda ride got hearts racing at KTM] which wasn't ideal prep, but once you're here, you focus on what matters.

I can take plenty away from the weekend, it was nice to get through two races and the crowd was amazing. It makes a difference, you can hear people and see the effort even though you're concentrating. It was good to feel that support. It's all about next year now. I'll put this week behind me and focus on 2013."



SHAUN SIMPSON

RESULT: 13-10 OVERALL: 12TH MX1

"You know the British GP is something special for me, there's added excitement, there's added pressure from myself to do well and you know I felt like the last few weeks things had been coming together and I'd be pushing for a good result here but things didn't really go my way again on the Sunday."

On the Saturday people seem to not push as hard or I seem to get a better start or something but Sunday, when it counts, I'm not making it count. It's annoying because most times I've got the speed to run up front but today two bad starts didn't help me at all. In the first one I crashed and managed to come back to 13th then spent the whole of the second moto battling to try and get inside the top 10 and to only finish 10th... I think I was capable of top six in both; it's just frustrating."

It's nearly the end of the year and I'm looking for a deal for next year and it's pretty tough, I need to start pulling something out of the bag but it's not easy, there's a lot of other guys in the same situation as me. No disrespect to the guys at the front but the ones that get the starts are the ones that are getting the good finishes, I'm not saying it's easier, you've still got to ride for 40 minutes at top pace, but it makes those first few laps a lot more simple as you can follow the guys in front and I'm just not getting that done at the moment. I'm spending the first 20 minutes just battling to get in a good position and then I've got to put some more hard laps down to try and catch up to the guys at the front, it's just a never-ending battle to try and get forward and at the moment every moto is a hard, hard push. I just need to keep fighting."



Desalle's MX1 title challenge finally faltered at Matterley

start gates. What a moment!

The rank and file MX1 boys was a refreshingly long one; Alfie Smith, Graeme Irwin, Alex Snow, Kristian Whatley, Jamie Law, Nathan Watson were tremendous. The round of applause for the boys out there doing it on their last laps was heart-warming. The same is true for Lewis Tombs, James Cottrell, Jordan Booker and Hamish Harwood in MX2. Jack Brunell, Ross Hill and George Purchase all flew the flag in MX3.

But as we all well up with pride let's have another cheer for the hot to watch WMX motos which Natalie Kane stormed with a 3-2 scorecard. To stand shoulder to shoulder with the super-experienced Livia Lancelot and the newly crowned 2012 world champ Chiara Fontanesi on the podium is not shoddy. Good work!

But the biggest high has to be the crowd: every British rider we spoke to afterwards raved about it. Numbers weren't quite what we'd expected given the balmy summer weather (who could blame anyone for not trusting the rain to stay away for four days?) but what was slightly, and it was only slightly, lacking in numbers was more than made up for with noise. Riding on a wave of Searlism the crowd cheered each and every Brit on each and every lap. The depth of knowledge and appreciation for who's where on the track, not always easy, never falters and is admirable. If you were there then give yourself a right, ol' pat on the back.

HYPER



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MELPOCOCK

RESULT: 10-2 OVERALL: 4TH EMX250

"The weekend didn't go as planned, it didn't go how I wanted it to. I was fastest in qualifying, I think I was almost a second a lap quicker so I was well on the pace and ready to win. In the first race on Friday I got out of the gate in about third but got cleaned out in about the third corner, I went down but it had nearly ripped the radiator off. I had to be really careful when I pushed it back round into place because I didn't want it to burst so by the time I did that and got it started I was like so last it wasn't even funny! I came all the way through the pack and it wasn't a track that you wanted to be doing that on, it's so fast and everyone can jump the jumps. I came all the way through to 10th after battling as hard as I could so I was pretty bummed out about that race, I mean I wanted to win and if I didn't manage that then at least in the top three so to get a 10th was like, oh God! The next race, two days after the first one, I managed to get a third place start and got into second pretty quickly behind Desprey. I think the hype and the big wait between races just made me ride so tense and tight that I got arm pump straight away, which for me is unheard of. As Desprey isn't really challenging for the championship I kinda just let him get away and settled for second place which gave me fourth overall. Having the home fans cheering me was amazing, I tried to see as many people as I could, tried to sign as many posters as I could, I tried my best and to have them all cheering over the fence was just amazing. The weekend wasn't ideal but I managed to get some valuable points and I've now got a 34 point lead in the championship so with two rounds left I've got a race in the bag with a little bit spare. I just need to keep my cool and we're going to Lierop where I love the sand, so hopefully I can do the deed and get on the podium there. I need to look at the bigger picture, I still have the red plate and it's the championship that I'm after."

THE LOWS

The lows are never a thing to champion too much but Joel Roelants has to get a mention. The 22-year-old Belgian had been on a roll, if you'll pardon the pun, just lately bagging a GP win in Latvia. But a mistake on one of the uphill jumps caught him short, he went down and got collected by the next rider, dislocating his hip in the process. "Out for the rest of the season" is never a good quote to read from a team press release.

Neville the Nez Parker had some bad times too after a strong performance in qualifying. After first lap shenanigans in MX1 moto one (when Goncalves caused a pile-up in turn three) Nez was coming back through the field when he



Roelants is out for the remainder of the season

toe ligaments in his knee, also putting him out for the rest of the season. Already back in Belgium having his knee operated on by the time the rest of us were still getting over the sunburn, Nez will be replaced for the remainder of the season by DBR columnist Bryan 'Irn-Bry' MacKenzie.

The other major low was hearing the Husky team tech tell us "in GB every night we pack everything away, bikes, tools, stands, everything. Only in this country." Proud to be British? Err, not so much all of a sudden. Worse still was hearing a family had apparently been gassed and had their possessions stolen from their pockets while they slept.



NEZPARKER

RESULT: DNF-DNS OVERALL: SURGERY

"It's been a bit of a nightmare. In the first moto, just after the finish jump coming around the corner I just slid out, I didn't crash or anything, I put my foot out and that was it, my knee just popped sort of thing.

It was about 10 minutes in I was in about 18th place at the time and I felt pretty comfy and I was enjoying it, they'd graded a few bits of the track and it was a lot nicer. It's pretty frustrating because three weeks ago I tore my other ACL and I've already had three operations on this knee so I don't know what's going to happen now. I need to see a doctor because I was pushing it with this knee anyway. I'll just have to see how it goes this week, get home, get a scan and go from there really.

The track was different from anything we've rode before, there were really deep ruts and every little jump you land from has braking bumps and if you make one little mistake you lose so much time. It was alright, it was good fun and the ground's perfect, the jumps are nice and there was no dust whatsoever, they've done a really good job with the track and it was good."



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MAX ANSTIE

RESULT: DNF-10 OVERALL: 13TH MX2

"The track is always amazing here and it's one of the best ones I feel we go to. I was having a lot of fun out there but we were up against it a little bit yesterday [Saturday] as we had two engines give out on us in qualifying practice and in the race so we had all the guys working on it trying to figure out what it was.

In the first moto today we had the same sort of thing happen, but it is what it is, they were working hard to try and get it all worked out and we ended up taking the second bike out for moto two and she stayed together, so that was good and I managed to come from last to tenth so that was good, I mean I was last to the gate so I was right on the outside and there wasn't a lot I could do. I kept pushing and did the best I could but it just seems like I'm in the same situation every weekend, coming from the back and trying to move forward, it's a lot easier to go from first to tenth than last to tenth!

I just want to get out that gate, I'm disappointed because I wanted to put on a good show for everyone here but it is what it is and I guess I'll just have to put that show on at Lommel now on the 450 at the Nations. It's amazing to have been picked, I've been working hard and I'm glad that I'm getting the chance to ride the 450 again, I raced it at Hawkstone and it's nice to ride a bike with a bit of power and a bike that works with me really well. I think Lommel will be great for me on the 450, especially as I'll hopefully have a factory one from the Honda World Motocross Team, and I reckon I'll put on a good show, you never know I might even go and get a holeshot so that would be a first!"

THE HANDBAGS

Short and sweet though they were, the winner of the 2012 best handbag moment at the British GP goes to...[cue Harry hill-style fanfare] Jeremy van Horebeek.

Yes, that's right with the tension of being over-shadowed by a team-mate that some are regularly calling one of the fastest riders ever (although we think there's some proving to do there yet, certainly Mr Cairoli may have something to say about it) Horebeek got a bit bitchy with our very own Reverend Jake Nicholls, post MX2 moto one.

Jake being a racer n'all was, in his own words: "doing everything I could to keep him behind in those last few laps and just held off the throttle a

bit in the slowest corner on the track to upset his [Horebeek's] rhythm through the whoops." MXGP TV commentator Paul Malin got it right when he said van Horebeek is the rider most likely to roll over and have his tummy rubbed by his team-mate [Herlings] and clearly van Horebeek thought the same should apply in his favour further down the KTM pecking order.

Miffed that Nicholls not only did his level best to hold the Belgian back in fifth but also employed experience and 'race-craft' to keep him at bay van Horebeek – who saw it as a "brake check" – gave Jake a few WTFs immediately after the flag. To which the racing Reverend gave a few FOs and that, as they say, was the end of the matter.

JEFFREY HERLINGS

RESULTS: 2-2 OVERALL: 2ND MX2

"Well I felt good in practice and the thing that I was most scared of was the fans you know? I thought they might come out doing some things but to be honest I didn't have a problem, although I did end up having a sandwich thrown at me in warm-up this morning! I had fun racing and I was fast, yesterday I won the qualifying heat and I felt good going into today. I knew Tommy was going to put everything into winning both motos so I hoped to go 2-1 but in the second moto I overtook him three laps from the end, made a small mistake and he passed me back again, so I got another second for second overall.

I really enjoyed racing here at Matterley Basin, and I'm satisfied, there was a lot of grip, it didn't get like concrete or anything, it was really nice to ride even though there were so many classes riding it, it was awesomely prepared, so big thanks to Youthstream who put a load of work in to make it as good a GP as it was.



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Mike Alessi - Washougal - 2012 - photos by BrownDogWilson



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Gerrup there! Riding up rock steps is easy with the FE501

BERGER MAN

THE CLASSY OFF-SPRING OF ENDURO'S ORANGE BRIGADE, THE KTM-BUILT HUSABERGS ARE MAKING DEFINITE STRIDES TO BE MORE THAN JUST A DIFFERENT COLOUR IN 2013

Words by JP Photos by Sebas Romero and Francesc Montero

According to legend, two Swedes called Thomas Gustavsson and Roland Öhrn set about making their own enduro bike in the late eighties. They made a pretty good stab at it, and duly entered it into a local race, where they were told by an officious race official that bikes with no name couldn't start. So Gustavsson, clutching at the nearest straw he could find, named the bike after the rural backwater which housed the shed they'd built the bike in.

One year later, in 1989, the first FE501 from Husabergs Udde won the European Enduro Championship, followed the year after by rider and constructor world titles. To say they arrived with a bang is a little like saying the pope is a bit Catholic, or Celebrity Big Brother numbs the mind.

In 1995 the increasingly successful but still relatively small outfit was 'acquired' as they say by a rather bigger concern called KTM Sportmotorcycle AG who pressed on with expanding production and pumping a bit of cash into things. Even then though, the 'bergers of Sweden were allowed to plough their own furrow to a large extent with distinct differences to their Austrian-produced counterparts. By 2003 the tag 'developed in Sweden, built in Austria' signalled things were changing and to cut a long story short almost ever since then the cynics among us have labelled these bikes blue KTMs.

And who could blame anyone? Fast forward to the present and the 2013 models are in almost every meaningful way a KTM with blue plastics. Fact. But is that all there is too it? Isn't there something more to it than that?

Husaberg certainly thinks so. Stronger triple clamps, closed-cartridge forks, a

bigger tank and a fancy-dan plastic subframe mark out enough change to be able to label the Husaberg line-up 'premium' bikes over the, no, wait does that mean KTMs are not as good? I'm confused.

I'm being a smart-arse and of course there's more to it than that. KTM (or Husaberg) admit that not everyone wants to buy a KTM. Despite the 35,000 KTMs sold worldwide in 2011 a relatively tiny 6,000 Husabergs were snapped up. With such small numbers it's hardly surprising that something had to give, and with the best will in the world, KTM admits in this economic climate it couldn't continue to make exceptional bikes, distinctly different to the orange-coloured ones rolling off the same production lines. The lines simply and literally had to merge a bit.

The biggest news over previous model line-ups means Husaberg now provides a complete range of pure enduro bikes. There is now a bike for every class and the tag, 'Pure Enduro', aims to point out that Husaberg is the only brand on the market which focuses solely on enduros. You'll see now there are 125, 250 and 300 two stroke and 250, 450 and 501 four strokes, something to grab you whichever enduro class you're aiming at.

KTM knows also that not everyone wants a KTM and therein lies the crux. KTM lead the market, their bikes are everywhere you go and are not so much an enduro white-wash as an orange one. But if you don't want a KTM then KTM hopes you might want to look at the Husabergs, which are like the KTM in so many ways but ever so slightly different.

One of the more significant 'differences' between the brands is that the Husaberg can act as something of a test

bed for KTM production. Guinea pigs to a degree, and on the 2013 models you'll find that in a sweet-looking subframe which incorporates a grab handle and the airbox very neatly. No bendy old aluminium subframe here though, no sir. The natty design lurking under the rear fender and seat is a glassfibre-reinforced polyamide subframe. Ally might be easier to say but it's also easier to bend out of shape than this stuff. I've got to admit no shortage of crashes on my 130-odd kilometres of testing these bikes. Most of them were stoopid crashes caused by looking at something else instead of looking where I was going, and none were high speed, but I can say I tested that subframe pretty good and it didn't break.

The same can't be said for the new stock bash plate mind you. It's a good idea but the single bolt front mounting point breaks easily (I broke four separate ones clean off during the test) and I'd definitely be looking for a stronger ally (or glassfibre-reinforced polywhatsit) replacement part.

Closed cartridge WP forks, like the glassfibre subframe, aren't found on KTMs either. It's not that the KTMs WPs are poor relations, just that these are slightly more advanced, slightly more swish and much easier to adjust. Right side rebound, left side compression: you can have a different feel to the forks in seconds, without even stopping. Some previous bikes have had separate rebound and compression fork legs but it's not the case here, just a clever design which allows you to alter one element one side and another, err, on the other. It sounds a bit weird, like you're going to end up with odd one-sided handling but I fiddled to the point of making them handle terribly and it never really felt like the bike was lop-sided. >>

FE501

Let's begin at the top then, with the original Husaberg model; the big 501 thumper. Expecting the ultimate enduro bike to ultimately bite me in the ass, I set off for a 15km loop of the foothills of the Andorran Pyrenees in much the same way I imagine I might walk out into a boxing ring to face Vitali Klitschko. Careful isn't the word.

The long and the short of it though was I had one of my most enjoyable loops of the two-day test. I'm normally a fan of smaller bikes, like most UK enduro fans given a choice I'd opt for a 250 two-stroke because they're lighter and you can get away with more, plus as a rule they feel more rewarding to ride. Bigger bikes means bigger effort, right?

That's still true but honestly I felt at home almost straight away on the big Berg and most of that was down to showing it some respect. If you keep it relaxed and only use the power when you need to, it's deceptively smooth. The strong point is obviously having so much power on tap and it truly is an animal if you want it to be. But the beauty of this beast is having the smooth-as-melted-butter bottom end. I realised I was nailing more of the course on part throttle on the 501 than on other bikes but if my timing was accurate I wasn't actually going any slower.

When you need power to get up a rock step for example, it's right there and instantly ready. Braaap and you're up there before you can think about it! Same goes for the fast straights; it's obvious but no other bike ripped along the handful of quick, bend-free sections on this test track like the 501.

It's a stable old horse too. The extra weight and power worked together on this hard-packed and at times floury surface to make life simpler. Same story on the tight, nadgery forest tracks; like the 450 it made some of the bumpy tracks smoother and easier, especially where braking bumps or small roots would upset the rhythm on smaller bikes. A zip of the throttle gives you more option to use them as quick jumps too.

Want to be lazy, want to be thrilled by speed and amazed by how easy you rip up hard technical stuff? This is your bike, you just need strong arms.

FE501

Capacity: 510.4cc

Bore and stroke: 95mm x 72mm

Transmission: Six-speed

Fuel tank capacity: 9.5 litres

Front suspension: WP USD 48mm (300mm travel)

Rear suspension: WP PDS (335mm travel)

Front brake: 260mm disc

Rear brake: 220mm disc

Seat height: 970mm

Wheelbase: 1,482mm

Ground clearance: 345mm

Dry weight: 112.5kg

Price: £7,345





FE450 is serious business...

FE450

It's a short step to the 450 after the 501 and nowhere did I feel more like I was riding a KTM than I did on the FE450. I rode it fairly early on day one and with the building heat (it was already nearing its peak of 40 degrees at the time), the damn thing nearly killed me. Half way round the lap I was chasing the dust of another rider in an air-less forest track and tackling a technical uphill dry stream bed when the added aggression of the 450 hit home. A little more out of rhythm with each switchback across the ruts, roots and rocks up the steep hill, it was one of those times when you don't want to let off and lose momentum but know you should have done 30 yards back. Inevitably it ended in a nose-dive and a lot of cursing. Wisdom is a beautiful thing but there's no way I should have been riding this more meaningful beast as fast up that climb as I had been on either of the 250s. It's faster and sharper and it wasn't taking any prisoners.

The power is good on the whole, much like the 501, but it is quicker to snap away especially on the dry hard-pack of this test track and it made the dusty corners that led on to straights very hard to get the power down. Strangely harder than the 501 but that could have been me giving the 450 less respect.

Like the 501 its weight is a boon, although the 2013 450 is a whole two kilos lighter than the previous model. That mass holds the bike stable, making life easier where the smaller capacity bikes, especially the two-strokes, take some hauling and holding on to. The bigger 450 allows you to stand on it and let the chassis absorb it. That said it was one of the more difficult bikes to get a good feel for the front end. Writing 'dry and hard-pack' doesn't do how hard and dry it was justice but still, with tyre pressures set a bit too high for my liking (they said to prevent punctures) I had a hard time committing any confidence to the front grip no matter how much I twiddled those easy-to-adjust fork top clickers.

FE450

Capacity: 449.3cc
Bore and stroke: 95mm x 63.4mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 970mm
Wheelbase: 1,482mm
Ground clearance: 345mm
Dry weight: 112kg
Price: £7,245

FE350

By now the 350 four-stroke phenomenon is melting away from the revolutionary concept that came along a couple of years ago; it's simply becoming the norm. The answer to most people's needs, the best of all four-stroke worlds, why would you want anything else? They're questions easily agreed with.

Hopping on the FE350 after stints on the 250 and 450 4Ts and it's easy to feel like you're on the best option. The gasping need for more power I felt on the 250 has gone but there was no vicious bite from the 450 ready to snap the back wheel away on the solid baked dirt. With a claimed 46bhp@12,000rpm it's making peak power 1,000 revs lower than the 250 but with nine more horses. Or to look at it the other way it's making nine horses less than the 450 but revving a mighty 2,000 higher at peak power. At only a kilo more than the 250 you can see why this bike is proving so popular as a KTM. To put it in layman's terms it feels like a lightly tuned FE250.

A slightly heavier clutch lever might be my only criticism – it carries the heavier assembly of the larger bikes where the FE250 has the same lighter set-up of the smaller bikes. Plus I had similar stability problems across some of the fast sections of the test track as I found on the TE300 but, again, that could have been extra speed and confidence making things more tricky.

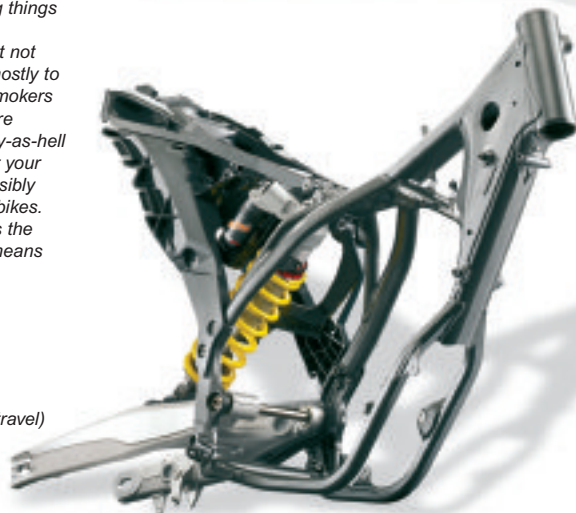
There are plenty of reasons why you might not want a 350 four stroke of course but they're mostly to do with your own personal needs – lighter 2-smokers which work better on the technical stuff and are easier to haul around three hours into a muddy-as-hell British enduro have a strong case to argue. Or your age might mean you have to ride a 125 or possibly you just prefer the performance of the bigger bikes. Whichever way you look at it though the 350 is the bike hardest to find fault with – in reality that means it does most things better than the others.

FE350

Capacity: 349.7cc
Bore and stroke: 88mm x 57.5mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 970mm
Wheelbase: 1482mm
Ground clearance: 345mm
Dry weight: 108.5kg
Price: £7,145



...while the FE350 is more of an all round weapon



Tough new glassfibre reinforced polyamide subframe eliminates bent rear ends we're used to after crashing hard on ally rear ends. Expect them on KTMs next year



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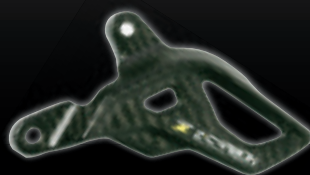


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FE250

If the gap between the 501 and 450 is a short one, the jump to the 250 4T couldn't have been more different. By far the softest and most user-friendly of the line-up it is a clubman's dream, a novice's friend and a newcomer's gently-held hand. This is not a criticism by the way. One of the beauties of having a bike in all capacities means you can afford a decent range for all abilities.

That said I can't remember the KTM two fiddy four-stroke feeling quite so soft-powered, it verged on the gutless at times and while the Husaberg bods claimed the 500m altitude and intense heat would make no difference to the power I spent much of my time riding the FE250 wondering where the power had gone. It was a bit like being a gear too high all the time, or finding someone had stuffed a sock in the air box.

But I don't want to mislead you. The truth is it's all good and you can definitely rely on the 250 four-stroke to cosset you into feeling relaxed and braver when things get tough. Still not as naturally nimble as the 250 stroker but knock it off a bit, ride relaxed with a bit less purpose and it ploughs a sweet furrow through whatever terrain you attack.

The FE250 has been the longest time coming of all the Husabergs and though it may be the softest option, something has to sit at this end of the scale. This is definitely a clubman bike that's never going to frighten you.

FE250

Capacity: 248.6cc
Bore and stroke: 76mm x 54.8mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 970mm
Wheelbase: 1482mm
Ground clearance: 345mm
Dry weight: 107.5kg
Price: £7,045



Six-speed gearboxes feature on all models for 2013

TE125

Moving swiftly and I mean swiftly on to the 125 2T after so much four-stroking is literally like a breath of fresh air. Albeit fekkín 40°C hot fresh air. Light, buzzy, natty all those things a perfect 125 two-stroke should be, the TE125 turns like a peach and once I'd tweaked the WP closed cartridge forks to suit my weight (in about ten metres of riding) it felt fantastically positive on the dry and dusty tracks.

You need to be positive too because it takes a lot of hanging on the throttle to get the best from this bike. Having the mechanical sympathy of, well a teenager, is about exactly what's needed to get the best from the little fella. Once I'd gotten my 30-something-year-old head unscrewed, scrunched it into a ball and chucked into the ever-evaporating lake my throttle hand suddenly found the sweet-spot and life

was exactly that, sweet.

It's a bike for kids Husaberg say, young riders, and as such is more of a focused weapon for racers than clubman-friendly like the FE250, if that's what you were thinking. Toy-like, yes, but an angry toy, not a toy for girls who prefer Barbie dolls to play with.

What doesn't help on this test is the fierce Brembo brakes which will no doubt work much better on a miserable muddy day in Blighty but on this skate-like surface there were times when I felt like a right nobber jabbing away, bouncing the forks like a novice trying to scrub off speed and struggling to find grip. There's very little engine braking of course and much less weight too. Still, no one likes to makes themselves feel like a nobber. Oh, and this is the only model without an electric start as standard either.

TE125

Capacity: 124.8cc
Bore and stroke: 54mm x 54.5mm
Transmission: Six-speed
Fuel tank capacity: 10.7 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 960mm
Wheelbase: 1,471mm
Ground clearance: 355mm
Dry weight: 95kg
Price: £5,845

JP returned four bikes with their plastic bash plates bashed off - we can't think why...



JP and TE125 affecting Barcelona's water supply purity



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TE250

It doesn't happen too many times these days but for a while the TE250 made me feel like the bomb. Lovely, subtle power delivery and plenty of forgave about it. A subtle, nimble chassis flicking through the sun-dappled trees and a lively motor which fired when asked between braking points like a lasso after a cow's neck. Lively when I wanted it to be and forgiving when I got all giddy, the WP suspension feels best of all on the 250 and 300 two-strokes because they suit the power-to-weight ratio.

When I got back to the pits and told the Husaberg technician all this gushing stuff he said, "yes, because you are British right?" Apparently we Brits feel good on two-strokes and it's the one we always prefer naturally as a nation.

Next time out I was more critical but still, it's hard not to feel the same. You can't help feel your confidence boosted and that made most things seem possible. Sure I had to work harder on it to go fast and the lack of weight on this test track made it incredibly unstable at times, making me lose the front at some frighteningly fast places, but knock it back a bit and I felt like I could ride it at the same speed all day. Where the 125 is so toy-like you can also flick the TE250 all over the shop and while it's just as easily affected by ruts, rocks and roots knocking it off line (where the 450 and 500 are stable) the TE250 makes up for it with some super-positive lines when you really need to hit that rut through the trees.

TE250

Capacity: 249cc
Bore and stroke: 66.4mm x 72mm
Transmission: Six-speed
Fuel tank capacity: 10.7 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 960mm
Wheelbase: 1482mm
Ground clearance: 355mm
Dry weight: 104kg
Price: £6,545

TE300

The 300 two-stroke is the same kind of step away from the 250 as the 450 and 501 in many ways. Except, crucially, I felt it was the other way around, which is to say while the 450 felt sharper and angrier than its larger four-stroke sibling it is the 300 which feels the sharper tool in the two-stroke box. Which is likely about the most obvious thing I will write in this test report.

Famously Graham Jarvis's chosen weapon and the biggest selling 'berg, the 2T 300 feels special from the get go and has all the purposeful skills you'd expect from a big-capacity two-stroke. All the skills of the 250 of course with, obviously, a bit more power. That extra bit is significant though. On this test course it made it as hard as the 450 4T to get the power down coming out of corners and I found myself struggling for traction, often finding the back end snapping sideways as it ripped into the meaningful part of the power band. It's the same at the other end too and I found myself losing the front a lot, again, often suddenly. But the conditions were exceptional and given a heavy loam Leicestershire hillside (for example) it'll be biting like a good 'un there's no doubt.

The truth is there's little doubt I was cracking on faster and asking more not just of both tyres but every aspect of the TE300 – it's a deceptive bike in that regard delivering speed quickly like the 501 does. A purposeful and a professional weapon, it showed more than any of the models that there's something extra about a Husaberg, something hard to define and quite possibly all in my head but something different all the same.

TE300

Capacity: 293.2cc
Bore and stroke: 72mm x 72mm
Transmission: Six-speed
Fuel tank capacity: 10.7 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 960mm
Wheelbase: 1482mm
Ground clearance: 355mm
Dry weight: 104kg
Price: £6,745



Closed cartridge WP forks are higher spec than KTM's with fork top adjusters to tweak while you ride





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THE JIMMY SHOW

FMX HAS A MASSIVE REPUTATION AROUND THE GLOBE FOR ITS MONSTER SHOWS, BUT BEHIND THE SCENES CREWS ARE WORKING HARD. WE CAUGHT UP WITH THE MAN KEEPING THE FMX4EVER TEAM ON THE ROAD

Words and photos by **Ricky Monti**

Think of a major sporting event and you'll likely think of a major sporting star. A major event on the scale of the Red Bull X-Fighters tour is no exception and it's the riders who are the high profile stars in front of the camera. But there is always an enormous volume of people working behind the scenes to make it all happen, that few people know or hear about. From lighting technicians, audio-video makers, managers, logistics, bikes, riders and race officials, all of which have to be part of the show and without which such

a massive circus just couldn't happen.

In 2012 locations such as Dubai, Glen Helen, Istanbul, Madrid, Monaco, Munich and Sydney all had, or will have, a visit between April to the last show on October 6. This is not a small operation!

Among the FMX echelons there's a team all others use as a reference, the FMX4EVER crew, headed by Jimmy Verburgh. Verburgh has worked closely with the Red Bull X-Fighters organisation for many years and is responsible for the bike logistics during the stages of the world tour.

The FMX4EVER team is composed

of pro riders from all over the world, from South Africa to New Zealand, Czech Republic and Belgium, and has an 'operational base' working from Zelzate, Belgium.

Earlier this year the team opened up its new and unique home where DBR caught up with Jimmy, up in the earthy off-road paradise of Royal Hills near Toulouse, France.

During long days of bikes, vans and many kilometres our man Monti interviewed Jimmy to discover some of the secrets and stories behind his team and Red Bull X-Fighters

The Archers omnibus on the BBC iPlayer or YouTube clips of themselves?



Look out lads, incoming!



FMX4EVER take gym training as seriously riding practice

DBR: Hello Jimmy, how are you?

JV: All good, just busy as always to make sure everything is on time at the events.

DBR: A lot of people in the FMX world know your face as an FMX rider, but now you are one of the most important team managers. How did your career start and how did you become a manager?

JV: Well, I am one of the riders that started FMX in Europe back in the '90s. When I was still riding GPs I was doing tricks but there weren't enough shows to go full time FMX. In 2002, after I did my first show and was European MX champion, I decided it was time to go full time into FMX. Which was real good because I was a racer, promoters know my name so they invited me to do their shows at MX races. Soon, I found out it wasn't fun to do shows alone so I got some friends to come and jump with me, Broecky and Stoica. This is when we came up with the name FMX4EVER to start our own team. Meantime, Massimo replaced me at my team where I used to race SX and together with Miki Monti, he came to my place to try to jump some ramps, looks like they liked it, no?! While all this was going on, promoters asked me to bring riders to their shows, first I came with Broecky and Stoica but then I got international riders over like Mike Jones and Jeff Fehr so I slowly became a businessman...

DBR: I read something about you racing McGrath...What happened with him?

JV: I raced a lot of supercross in the winter season like most of the riders and I got a ride in Paris, Bercy in 1997. McGrath was there too, he just changed from Suzuki to Chaparral Yamaha, somehow he ended up in the LCQ for the main event, with me, and he passed me in the last lap, I got him back and at the end of the famous tunnel he passed me again on the inside but still with half a lap to go, I block passed him in the last corner before the finish line jump, I was fourth, last place to qualify for the main, he was out! King of SX wasn't in the main event, first time in his career he didn't qualify, one of my best memories in my career!

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DBR: And what about your first time at X Games?

JV: Well, I only had one invitation to global X Games, each continent sends two athletes of all disciplines and one reserve. I was reserve for the FMX team with Busty and Ailo as riders. I practiced but didn't ride the event, so I went to the after party and met some cool people from Red Bull and Feld Entertainment, that's how I got started with Red Bull and with the European Monster Jam shows.

DBR: Do you have any support and co-operation for the team, sponsor-wise?

JV: Sure we have good support from KTM factory, I take care of the team and we have a few team sponsors like Denicol motor oils, Kicker sounds, Akrapovic silencers, Stoica graffix, Twin Air and from this year we all wear the same riding gear, Scott Sport jumped on board! Thanks to them we can make this happen and they believe in us.

DBR: The team is growing up since when it was born, now there are big riders inside the team like Ronnie Renner, Mat Rebeaud, Remi Bizouard and so many others from all over the world. How is the feeling with them?

JV: I met all the guys in the team at parties and they are great to hang out with. FMX4EVER, we are the Party Patrol! It all has to be fun and that's why we are so good friends!

DBR: At what point did you decide to do

something more in the FMX scene?

JV: I had a passion to jump all my life since I was a kid, and when FMX sport started growing, I thought, this is it! So I live for the sport and will try to make it as big as possible for the crowd, it's a dream come true.

DBR: You are an important 'gear' in the FMX world gearbox and for some years your team have been working for Red Bull X-Fighters, describe what you do for them?

JV: Sure, I have been working with Red Bull since 2003 and from 2007 we are taking care of the bikes and ramps for the X-Fighters world tour. All the ramps and bikes for the events on this side of the world we ship from Belgium. Like Dubai, Russia, Poland, Turkey...the USA and South America is done by the US guys because we can't ship the material on time with containers. So all the bikes and ramps the guys ride are here in Belgium.

DBR: How is the organisation for you and the team during Red Bull X-Fighters? How long does each event take?

JV: I also judge at the Red Bull X-Fighters but sometime when you have to take care of bikes and ramps and do all the judging, you have almost no free time so I decided not to judge the events where I take care of the bikes and ramps. Unloading is pretty easy, I don't have to be there but loading all the stuff after the event is another story. All the material has to fit in the containers, sometimes it's a big puzzle! >>





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DBR: How important are the Jams before Red Bull X-Fighters? Is it all a marketing movement to sell tickets?

JV: The Jams we do most of the time an 'activation event' to make sure the people know we have the Red Bull X-Fighters world tour in town! We go to all kinds of crazy countries like Pakistan, India, Sri Lanka, Kazakhstan...when we have been there, people start looking to the website and follow us and the world tour. But it's very important to create bigger crowds in the world and to make the sport more famous

DBR: Do you have any strange and funny stories to tell us about behind the scene parties?

JV: I can write a book about those stories but you will have to come and find out yourself how that goes!

DBR: How is the feeling during race, pre-race and training?

JV: Pretty cool, everyone is trying out lines and

ramps and new hits, no stress, until the event is there!

DBR: You're also an X-Fighters judge...how was this experience?

JV: I have been judging for seven or eight years now and it used to be fun and just cool, no stress. These days the level is so high and the competition so hard that it becomes very serious and not easy to do! At the RBX-F we have been working on a clear system to satisfy riders and judges and to get a good spirit between both, hard work and loads of judging clinics are paying off and we have a solid system now. I am proud to be a part of this.

DBR: Where has been the most beautiful and terrible location that you visited for a FMX Jam?

JV: We have visited loads of cool places and we have done some crazy jumps for sure, the Horse of Troy and jumping through the aqueduct in Turkey were both great! Sri Lanka in front of the



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President and over 150,000 people was amazing, Pakistan was crazy too because for the first time in 21 years, international athletes did a show there. Bolivia, La Paz we jumped at 3,500m high in the mountains, all the events are great in their way, nothing terrible so far. We're freestylers, we love cool places and excitement!

DBR: What do you think about the FMX level now and how it has grown up in 10 years?

JV: Well, the level is amazing and keeps on growing, we still have the first generation of FMX riders, these guys started the sport and come from a motocross background, they know how to ride bikes. I think the new guys can't forget that it is still motocross and not just freestyle, the guys are so strong these days because they can ride bikes really well. Let's hope the new guys don't forget that or they will have trouble on big courses. If the new guys don't keep riding MX, the level won't be as high as it is now.

DBR: FMX4EVER is the first team in the FMX world that keeps the riders in the same house to work, train and hang out...where did the idea come from?

JV: F4E has always been very professional and delivers what the client is asking for, a good show! For us to deliver that each time we always worked together on during the week without the guys going home. Then, it so happened that riders always lived with me or my brother or friends and our business got bigger, more ramps and bikes so we needed a place to put it all. That's when we decided to make a place like this and get the whole show all under one roof, it works perfectly.

DBR: What's your next goal?

JV: My next goal is to find a place where we can have big motocross track and freestyle and supercross, all in one place to bring bike sport to the next level!

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VETS IN PRACTICE

WHILE THOUSANDS BAKED IN THE SUNSHINE AT MATTERLEY GP WEEKEND, DBR TESTER GEOFF WALKER WAS LIVING THE DREAM WITH THE (OLDER) GP BOYS AND BAGGING WORLD CHAMPIONSHIP POINTS TO BOOT!

Words by Geoff Walker Photos by Nuno Laranjeira

OK.

Where do I start with this one? I know, I'll go and race the VMX World Cup at the British MXGP. What on earth was I thinking? I've raced many things in the last few years in my quest to cover every angle of our sometimes diverse world of off-road. To be honest I had given MX a swerve as I grew up and I have enjoyed racing and riding all over the world in somewhat wacky events of late. I feel at home when the bike is steaming, I am lost on a mountain in Romania, I am looking at what seems like an impossible descent or I am going over the gnarliest rock

sections in Las Vegas.... All these things seem entirely normal now but my original dirt sport of choice now seems a million miles away. I think this is why I placed a hopeful entry request into the FIM for Matterley and then promptly forgot about it. I say forgot about it as the entry had to be in at least a month before the event and I hadn't heard anything back from them for a couple of weeks. So I assumed it wouldn't be happening.

The call came a week before the race and with it the great news of the very reasonable entry fee of 500 Euros, to be handed over to Johnny Foreigner for the pleasure of a rip round at the

GP. Gulp... Ok, the entry was sorted, it was time to sort a bike for the race. I have always liked to be a little different and my choice of bike was going to follow these lines completely. I made a very quick call to Dave Plummer, at Husqvarna UK and asked if anything could be done with a 2013 TE310 enduro bike to make it suitable for the GP. The 310 motor for '13 is amazing and I thought if the MX suspension and exhaust system could be fitted and the motor re-mapped then we could be on for a great bike and a great test for the good ship DBR. Racing a slightly modified Enduro bike at the British GP? Hell yeah! That sounds like another great DBR plan!



Surely not the first enduro bike to race MX, but it's quite likely the first to score GP points!



Things are sent to test us, and turning up at the race with the rain pouring and the usual amount of chaos occurring, it was business as usual. No card machine and a pocket full of our homeland's fine cash didn't do me much good as I had to hightail it down to Winchester to find some Euros... Bloody foreigners! Not taking Sterling in OUR country!

At last I was in (thanks Sonia) and technical control was first on the agenda. I've been going to tech control at GPs for many, many years but this time it was with MY bike which was very strange to me but great to see the familiar faces running the smooth technical control system with the good humour and banter I love. I was already getting strange looks and the joshing began when they clocked the steering lock and lighting wiring all in place. Superb stuff! The bike looked great and it was creating a lot of interest. Weigh in, noise test etc. etc. all done and it was off to re-load the bike and look forward to the next day's action.

The whole experience, even at this stage, was surreal. It's 22 years since I stopped racing MX and became a race mechanic. To be racing

at the British GP is what dreams are made of for me and this dream was going to be a reality. I was absolutely over the moon to be involved.

As has become usual with races on this side of the pond I was 'paddling my own canoe' as it is difficult to find anyone to help out it seems. One way traffic... Thursday was the busiest day and with the schedule changing slightly our riding times for free practice, qualifying practice and our first race being changed it wasn't quite as early a start as I had planned for. I left the DBR Team hotel at 6am but I could have had a couple of hours of extra rest. It wasn't a problem. To say I was excited was an understatement. This was off the charts exciting!

As we rolled out for first practice the nerves went away and the fun of the day began. Being hit with roost, hitting a few of the jumps hard, rolling the throttle off when I should be cranking it etc... It was all going on and I felt good on the track in the places I was jumping and attacking. I popped into the pit lane to experience it and checked the same screens I used to check for my riders. This was amazing stuff. I was around 24th and the familiar name of Daryl King was

one place in front near the end of the session. I had done a lap following Mr King in the hope of a tow into some of the jumps I was lacking the hairy boys to do. He ran a lap of pretty much the same jumps and inside lines as me as he was obviously still getting comfortable. I was pretty happy with my speed around the track and although I knew I was losing a mountain of time by not jumping a few of the bigger leaps, I didn't really care. The wind had caught me a couple of times in mid-air causing my man nuggs to shrink a bit. But I was paying for this and I was going to enjoy it. Perhaps I should have followed DK a lap later as he obviously dialled-in every jump and took the fastest time...

I set my stall out and after chilling for a couple of hours with Alias Philip, Hotub, The Arch and 88 Sunglasses Dave Moore it was qualifying time. Philip had hooked us up with the very first set of the all new Alias race gear for the event and I was pretty proud to be clothes horse for its first outing in Europe. All was tickety-boo and the bike was running great. I had wound all the compression clickers pretty much all the way in to take the big hits caused by my few under >>



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The gate dropped and the BS definitely stopped. The roost from a lot of 450 fire breathers looks like it can hurt, and it certainly does. I loved it, what a feeling of being alive, blasting around those first few corners and enjoying the carnage of the race. There is a lot of experience in the Vets class and there are no favours. The Brit brigade of Phil Mercer, Gary Hoptrough, Tony Tunnel and Paul Coward were in the thick of it and battling hard. Within a lap I had found a rhythm and was moving forward through a few of the riders. It was great to be making moves as well as battling for position.

gone and I found a Dutch dude to do battle with. This guy was jumping one more double than me so I was enjoying riding the entire lap as hard as I could to catch up the few seconds I would lose on that section. I was absolutely loving the experience. The track was in perfect condition as it was smooth and fast for everyone. Personally I like a few more bumps and ruts to slow the faster heroes down but as far as I was concerned this was MX heaven.

I had no idea what that position I was in, as my pit crew were non-existent. That didn't matter as just riding round trying to get past the Dutchman was enough fun in itself. Even though the track is super-wide and fast there was very little opportunity for passing. The point and squirt nature of the layout allowed my enemy to hold his line and crack-on up the hills. In the end I hit him to take the position and I loved the next few laps pulling away. With a lap to go I was feeling all pleased with myself and even though I was lapping a couple of back markers I thought I had enough of a gap on my Dutch pal...

Fair play to the man. He saw I slowed a little overtaking and got close enough to jump over me on one of the uphill doubles. ➤

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Magic Matterley point scoring moments for golden boy Geoffro!



I pushed hard for the rest of the lap to try to re-pass but it wasn't happening. I was at the chequers and I had a MASSIVE smile on my face. I am struggling to describe how happy I was and I felt more alive than ever. What an absolute blast. I cruised back to the SR75 team machine still super-pumped. I never thought about my position at all until my phone started beeping flat out in the van. I found it and the first message I opened was from Thomas the Brown. I had got 20th place and a world championship point!!!! I nearly fell over. What a buzz.

Race two was on the GP Saturday so I enjoyed my day off cruising around the pits and catching up with old friends from the GP world. Back, neck and foot was all a tad stiff from the pounding but I felt like a teenager again after the race and result. Saturday was going to be a different race with different track prep to allow for more lines, ruts, bumps, etc. The early warm-up on Saturday morning was a wake-up call and then with around nine hours until the early evening race, the track would be in great shape when the gate dropped. It was brilliant to see all the youth, amateur and pro riders sharing this event and the atmosphere was friendly and good, in spite of the thieving bastards doing their

scum work with obvious help from the 'inside'...

I tried to chill throughout Saturday and the time seemed to really drag before it was time to gear up and get down to the line for the race. While we waited for the sighting lap it was great to chat with Paul Coward and his trusty and tremendous sidekick as well as Tony Tunnel. These Wulfsport clad heroes were also really enjoying the experience and we had great craic in the hot early evening sun.

The track was in awesome shape for our race and it was going to be a lot tougher for everyone as the chop was deep. Lining up I was determined to get a good jump and sure enough I did. I got hit from each side during the first half of the start straight so I ducked out and cut across to the inside of turn one. It was like being shot at with a thousand frozen paintballs at point blank range! Roost is awesome!

The first lap was absolute carnage with bodies and advertising hoardings flying all over the place. I almost stayed out of trouble but there was a lot of zigging and zagging required to keep the wheels turning. The first couple of laps were a bit of a no-brainer and I found myself hitting every bump. I had no idea of my position but I wasn't riding with any sort of fire in my belly.

With the amount of crashes going on I took a lap off and checked out the entire track for a few smooth lines. To say I was riding fairly relaxed is probably an understatement as I was up on the pegs and ready for a few hours of riding. I almost forgot where I was as I cruised round seeing the DBR crew and Team Mead cheering as well as being able to pick out some of my past riders like Nunny and Huck waving (or giving wanker signs). I had the smile on my face and the laps were ticked off until I seen a sign from Team P Coward's pit crew. It looked like I was in the points as I got a 'P19' on the board. I pulled the finger out and dealt with the last couple of laps as smoothly as possible to get to the chequers.

I was filled with emotion when I crossed the line. Mission accomplished and a great sense of satisfaction flowed through me. I really cannot describe the feeling when Philip C told me I had got 18th place in the race and the final cherry was the news when Sonia Goggins from the ACU told us that I had taken 22nd in the world. An unreal few days and although I didn't set the world alight with jumping prowess I came, I saw and I took the chequers, on an Enduro bike. Thanks to EVERYONE who helped out...

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FRENCH LESSONS

THIS MONTH WE GET ALL MONSIEUR À MONSIEUR WITH NICO AUBIN AND STEVEN LENOIR. MANGE TOUT RODDERS, MANGE TOUT...

Words and photos by JP O'Connell

DBR: Who would play you in a film of your life?

NA: "I think Johnny Depp."

SL: "Jason Statham."

DBR: When did you last clean an air filter?

NA: "Oh such a long time...I think maybe six or eight months ago...maybe more."

SL: "Maybe last week, I don't clean them but I do oil them."

DBR: What was the last lie that you told and who to?

NA: (Laughing) "Maybe you because it was probably more than eight months ago that I last cleaned a filter!"

SL: (Laughing) "I was joking and told my girlfriend I was seeing another girl!"

DBR: Could you check your own valve clearances?

NA: "Oh no, no, no!"

SL: "Yeah, I could do that."

DBR: Something you eat that you know you shouldn't?

NA: "Burger King after all of my good races."

SL: "Domino's"

DBR: You're in second and on the leader's rear wheel, do you take him out on the last corner for the win?

NA: "I will try to do everything that I can, be aggressive, but to take him out...well it depends what he has done to me in the past. And if he is a good clean rider then I will do everything I can to pass but not take him out."

SL: "I'll try to do it properly but if I had to yeah, for sure."

DBR: Do you own a pair of pyjamas?

NA: "No."

SL: "No nothing."

DBR: What is the highlight of your career so far?

NA: "There are a few things that I can think of, winning a GP, the two times that I have come second with France in the Des Nations was also pretty good."

SL: "Winning the European Championship was really cool and getting some good results in Bercy was really exciting."

DBR: What car do you drive?

NA: "To be honest I don't have a car, only a Renault van because I am always travelling to and from motocross. Maybe I'll get one in a couple of years but at the moment there is no point, I have my motor home and van so I am happy."

SL: "I have a small car like the Clio because it is really cheap to run and I have a Renault Traffic for the bike."

DBR: What would be your money-no-object car?

NA: "Like many people I would like to get maybe the best Ferrari or maybe a Rolls-Royce, oh actually I would also like to have a Bentley!"

SL: "The Audi A8."

DBR: Have you ever blamed a poor result on a non-existent "mechanical issue"?

NA: "No, I've never done this, and it'll never happen."

SL: "No, my mechanic works very hard so no way."

DBR: If you could change anything about yourself what would it be?

NA: "Hmmm, hard question, maybe to be 10cm taller. On the motocross it's not a problem to be this small but with the supercross I think it would help a little bit through the whoops to be a bit taller."

SL: "Um, a bit taller maybe?"

DBR: If you could meet any person, past or present, who would it be?

NA: "I think it would have to be someone funny, someone like Jim Carey or Johnny Depp!"

SL: "It would be my father's parents as I never got to meet them."

DBR: If you could have any super power for a week what would it be?

NA: "To have every super power at the same time so you could do whatever you want."

SL: "To have the speed of Herlings in the sand for my next race at Hawkstone Park!"

DBR: If you were shipwrecked on an island, what three things would you want with you?

NA: "All of my family, a bike and digger with a hot woman driver to build my tracks!"

SL: "My iPhone, maybe one girl and if it's sandy a dirt bike."

DBR: What's your most prized material possession?

NA: "My two silver Des Nations medals, my bronze championship medal and my GP trophy."

SL: "I think it would probably be my van."

DBR: Favourite race you've ever been in?

NA: "I think it's the Des Nations because the racing you do through the year is for your job, but the times I rode the Nations it was a good team, we were good friends and we shared a good time, they were honestly the two best weekends I've ever had riding motocross."

SL: "I think it was in Germany 2010 in the European Championship, I was riding so easy and putting so

much time on everyone."

DBR: Be honest, how often do you Google yourself?

NA: "Yeah I've done it a few times because you can get some good pictures, you know?"

SL: "No never."

DBR: Blonde or brunette?

NA: "It depends on the moon! No seriously I would like to say Brunette, they are more...how you say, racey?"

SL: "Blonde."

DBR: Is winning a race better than sex?

NA: "It's different. It depends on the girl and which race it is that you win, but at the end of the day the feeling you get winning is close to the feeling of sex anyway...but just to be sure winning is better!"

SL: "Yeah because it's more difficult to get a win."

DBR: One thing about your riding style that you'd like to improve?

NA: "Everything. Unless you are winning every race you could probably improve a little bit everywhere."

SL: "I am a big fan of Roczen so if I could be the same then that would be good."

DBR: What's your favourite film?

NA: "It's a French film, 'Tell No One'"

SL: "La Linge Verte, it's a long film but very good."

DBR: What is your most annoying habit?

NA: "I'm told I spend too much time on my phone."

SL: "When I eat I make a funny sound!"

DBR: What's the worst motocross-related decision you've made during your career?

NA: "I hired a couple of trainers in the past who got it all wrong and I ended up being slower!"

SL: "Signing for the Italian team I rode for last year, it was the worst relationship I've had with a team and I had bad results."

DBR: If you had to permanently give up either the internet, mobile phone or TV which would it be?

NA: "TV"

SL: "TV, because I don't have it anyway!"

DBR: Tell us something about yourself that nobody else knows?

NA: "I like to think that I'm a good cook, Jordan was really pleased with the salmon I made for him!"

SL: (Laughing) "I kept drinking from a baby beaker until I was riding motocross at maybe eight years old."

GREEN GIANT

BURNICLE FOCUSES ON TEAM GREEN'S US PIONEERS AND THE LEGENDARY JEFF WARD

Words and photos by Jack Burnicle

Before Carmichael, Stewart and Villopoto came along, Kawasaki's American MX credentials had been well established back in the 1970s by an outlandish character called 'Jammin' Jimmy Weinert. Weinert won AMA 500 national and 250 supercross titles in 1975 and '76 before budding teenaged starlet Jeff Ward was hired two years later.

Jeff was subsequently joined at Kawasaki by languid Southern Californian cool dude Ron 'Dogger' Lechien. Rarely has any team boasted such a contrasting duo! 'Wardy' was actually a burly little five-foot-six 150 pound Scotsman, born in Glasgow, who boasted a British passport throughout his racing career. His guttural, bearded dad Jack emigrated to California in 1963, as Jeff turned two. Jack rode a Triumph in trials while his son messed about on a Honda 50. "It had handlebars which unscrewed so we could take it apart and put it in the trunk of the car," recalls Ward junior. A brief return to Glasgow when he was eleven served only to strengthen Jeff's American ties. "I didn't care for it at all," he mutters darkly.

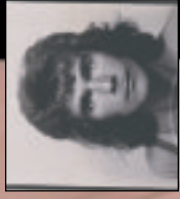
Jeff competed on minicycles from the age of six. "I never thought about racing for a living until I was 14 or 15," he admits. "But I came in at the perfect time, when the money first got really big." He hit the nationals at 17 and was snapped up by Yamaha, but they reneged on a works bike agreement. "That was the whole reason for the deal," scowls Ward. "So we tried elsewhere!" In stepped Kawasaki, with works bikes and expenses. "At 17, and living at home, 15,000 dollars felt like a gift," he says. "I realised then that I could make money and enjoy myself."

His 125 apprenticeship proved a long and arduous affair. "Uphill all the way," agrees Ward. "Broc Glover and Mark Barnett were at their peak. They had to move out before I could win." He lived in Mission Viego, half-way

between Los Angeles and Glover's home in El Cajon – from whence Broc's neighbour, a tall, skinny kid called Lechien would later emerge. Seventh in his maiden 1978 season of 125 nationals, Ward edged up to sixth in 1979 and third behind Barnett and Glover in 1980. Third again, behind Barnett and Johnny O'Mara in 1981, he slipped to fourth in '82. Finally, in 1983, 'Bomber' Barnett was battered into submission by a season-long feud between O'Mara and Ward, 'Johnny O' triumphing by nine points from Jeff, with rangy rookie Lechien fourth overall on a Yamaha.

Ward also made his 250 supercross mark that year, finishing a consistent fourth overall, though 16-year-old Lechien astonished the established stars by winning in Orlando, Florida – hastening the (off-road) retirement of one Kevin Schwantz as he lapped the iconic future 500GP road racing world champ! At season's end Ward joined the successful US MX and Trophee des Nations squad, adapting forcefully to a 500 at Angreau, in Belgium, where he finished second to Glover in the first moto. And at last, in 1984, that gritty Glaswegian persistence was rewarded when the freckled 23-year-old stole O'Mara's 125 crown. It had taken seven long years – ample illustration of Ward's single-minded, dour application. Even his pre-race routine was scary; prowling down the start straight, psyching himself up on the start line and going through >>

LECHIEN LAUNCHES
DOWN CARLSBAD
FREEWAY IN 1986:
ABSOLUTE ELEGANCE!



DESCRIPTION SIGNALEMENT

Occupation Profession	Bearer Titulaire	★Wife Femme
Place of birth Lieu de naissance	BILLINGHAM	
Date of birth Date de naissance	9/3/47	
Country of Résidence	ENGLAND	
Height Hauteur	5	ft 11 in

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

Jack Burnicle

Usual signature of bearer
Signature du titulaire

Usual signature of wife
Signature de la femme

(S.37315)

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imaginary holeshots – all before even mounting the motorcycle, where he'd try to repeat the whole process!

Jeff reprised his MX des ride on a 500 at Ruskeasanta, in Finland, then ripped apart the last ever 250cc Trophée des Nations a week later in Sweden. In AMA supercross Ward had won his first main event at Seattle and finished fourth again, ahead of Lechien. 'The Dogger', freshly hired by Honda, then ran Ricky Johnson close in a titanic 250 outdoor season – only eight points the difference – and became the youngest-ever winner of a 250cc Grand Prix at Unadilla, beating veteran team-mate Bob Hannah.

1985 saw Ward and Lechien conquer an extraordinary US season – the last featuring full-on factory bikes. Ward won an amazing supercross contest by two points from Glover, ahead of Lechien, Johnson and O'Mara, only 22 points separating first from fifth! He then edged out O'Mara in the 250cc outdoor series, while Lechien decimated a relatively weak 125 class before they teamed up for the first time at Gaildorf's huge new freshly-formatted MX des. There Lechien, on a 125 Honda, clocked fastest practice lap and Ward – top 250 – fought memorably with new world 500 champ Dave Thorpe. America won, of course, but rumours of Ron's recreational drug use abounded back home; according to contemporary American folklore 'Lechien never left any turn unstoned'. Visiting Japan that off-season with O'Mara and David Bailey, he was arrested at Tokyo airport for possession of marijuana. Mr Honda collected Ron from jail and put him on the first flight home. Fired on his return he signed for Kawasaki, who were convinced they could straighten out a wayward genius...

Honda America completely dominated the 1986 season, though Ward narrowly lost a mighty duel with Johnson in Carlsbad's 500GP, overcame his aversion to the UK to top a one-off supercross at Manchester's Belle Vue stadium and won the first night's action in Paris Bercy. Then when Team Green regrouped for '87 Jeff scooped a mighty three-way SX scrap with Johnson and Lechien but lost out in another outdoor 250 epic to 'RJ', with Lechien again in close contention. Ward also rejoined the MX des squad on a 500 for a filthy wet victory at Unadilla alongside Johnson and Hannah and won the second night in Paris ahead of ultimate 'King of Bercy' Ricky Johnson.

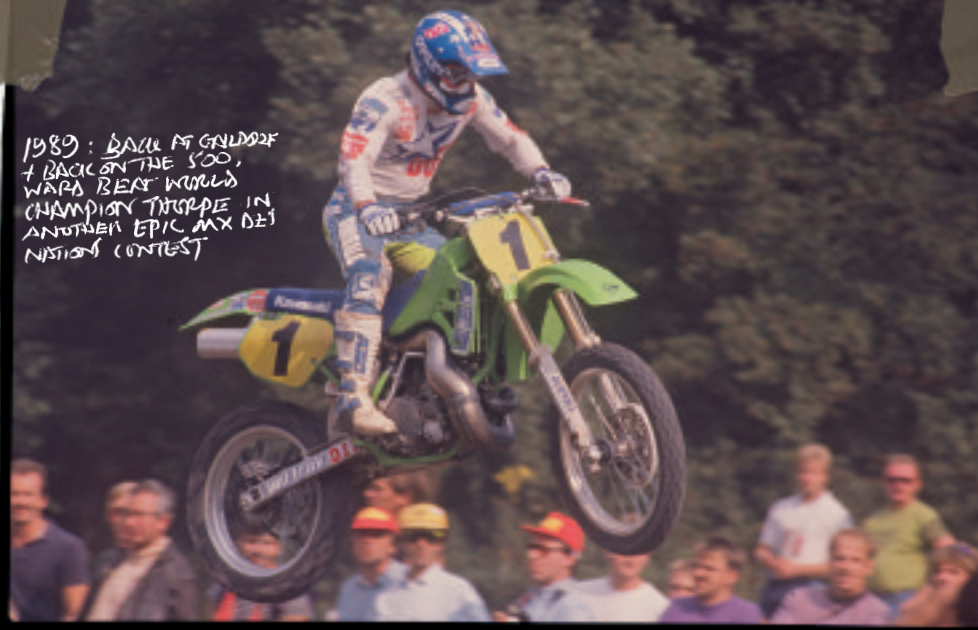
Kawasaki's deadly duo was in the mix again in 1988. Ward wreaked outdoor revenge on Johnson – by seven points – with Lechien third, and Ron finished second to RJ in the stadiums and ran him close in the 500 nationals. Then to prove those open class credentials Lechien ran away with both his des Nations motos at Villars sous Ecot, in the foothills of the French Alps, demolishing all the established 250 and 500GP stars while Ward, unhappy to be back on a 125, shared in his team's success. Jeff did, however, become the 1988 King of Bercy, despite never winning a race – team-mate Lechien bagged the third night honours! 1989 saw Dogger seize second again in the 250 SX series, this time behind new nemesis Jeff, Stanton, at the LA Olympic stadium finale, then a week later dominate the US 500GP at Hollister Hills. But it was Ward who lifted the 500cc national crown and became the only rider who ever won all four major AMA titles – 125, 250 and 500 outdoor MX and 250cc supercross! Then, returning to Gaildorf, he once more won the MX des on a 500, this time beating Thorpe.

Both Ward and Lechien were outstanding all-rounders, equally adept and dangerous on 125, 250 or an open-classer. Ward retained his 500cc title in 1990. It would be the exiled Scot's seventh and last AMA national championship and was topped off with a record-equalling

THE ONLY VIEW HIS RIVALS GOT OF LECHIEN IN THE 1988 MX DES : 1-1 IN BOTH MOTOS!



1989 : BACK AT GAILDORF + BACK ON THE 500, WARD BEAT WORLD CHAMPION THORPE IN ANOTHER EPIC MX DES NATIONS CONTEST



Motocross des Nations success at Vimmerby, in Sweden where, aboard his KX500, he drew level with Britain's former world champion Jeff Smith on seven team triumphs apiece!

Jeff Ward's total of 54 outdoor national and supercross victories puts him joint fifth with 'Hurricane' Hannah in the AMA all-time win list after 15 loyal years spent on the national title trail with Team Green.

Kawasaki never reigned in Ron Lechien.

While his super-fit Scottish team-mate graduated successfully into Indy car racing, the Californian's lurid lifestyle saw his brilliant career fast-fade into the 1990s. He had been crowned supercross's first 'King of Geneva' in January 1987 but by the time he returned to Switzerland for the world indoor finale in December 1993, on the eve of his 27th birthday, Dogger was a bearded, bloated shadow of his mercurial former self...

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SO BLACK AND WHITE



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Carbs are one of the areas of a four-stroke that breed fear. Only ten years ago, every man and his dog knew their needle clips from their floats. Four-stroke carbs have brought another level of perceived complication to the job, and with fuel injection now an industry standard, playing with jets is quickly becoming a lost art. Far gone are the days of changing a main jet at the trackside or rubbing the needle down with sandpaper, but knowing how to at least make sure the carb on your bike is clean and healthy is important to keeping your steed running sweet.

A dirty carb can render a bike unrideable, from the dreaded bog in the power just as you need it to a non-starter. It can even get dangerous, so a little care and the occasional spring clean is good for performance as it is for your health!

When it comes to looking after your bike and keeping dirt out of carb, a few little details will save you a lot of effort. For a start always run a clean air filter. That ten minutes of work can save you lots in the long run. When washing your bike, put a plastic bag behind the filter or invest in a plastic air filter cover. Finally, clean out the airbox because when it's all said and done the truth is bikes need to breath clean air not dirt.

You don't need to understand the science of a carb particularly well to keep it in good running order. But it is important to take your time and lay everything out as it comes apart. Lay down some nice clean towel or rag and get all the right tools together first. As a general rule, paper towel is better than rag as it's less fluffy and is less likely block the little pathways. You'll need a healthy dose of metal parts cleaner or something similar too.

Sadly, no two carburetors are identical; a WR-F carb is different to a YZ-F carb even though both bikes use a Keihin FCR type design. Your carb may have a few different extras that ours doesn't (our model carb is a Keihin FCR model from a 2007 KTM EXC-F 250), but don't be alarmed. If it can come apart on a carb it is a good idea to clean it, just remember to make a note of how it dismantles. A camera or phone can be a great help for this.

The various elements of a carburettor are delicate, the screws on the float bowl (the bowl on the bottom) should not be excessively tight and are easy to over tighten. The jets inside are made of brass as well, be gentle when undoing and reinstalling them, the threads are not strong. Remember patience is a virtue and clean rag and cleaner will get you a long way.

CARB CLEANER!

HAS IT BEEN A WHILE SINCE YOU CLEANED AND SERVICED YOUR 4T CARBURETTOR? CAN YOU EVEN REMEMBER HOW?! LET THE GOOD DOCTOR BE YOUR GUIDE...

Words and photos by **LLEWELYN PAVEY**



01 Firstly, remove the seat and fuel tank from your bike. Put a plastic bag behind the air filter, or use a washer cover if you have one. Then give your bike a good ol' clean around the frame and carb area as well as in the airbox. This needs to be a dirt-free zone, combustion engines and dirt are not mates and no matter how hard you try, they'll always fall out. Once washed, dry the bike with an airline or some rag so no water can drip where it shouldn't.



02 Take some time to inspect around the bike to look for any cables that look damaged and check the inlet manifold and airbox manifold are in good order. Check all the breather hoses aren't damaged. Make a note of the routing of the hoses as well; if you need to, snap a few pictures on your phone to help remind yourself. Turn the fuel off on the petrol tap as well.



03 While the carb can be dragged out between the airbox and engine, it's unnecessarily difficult. Lifting the subframe out of the way is easier. Remove the two lowest bolts on the subframe and loosen the top two. Depending on the bike you may be able to leave the silencer in place, otherwise unbolt and remove it from the header pipe. Undo the airbox manifold clamp from the back of the carb, gently rotate the subframe upwards or remove it completely.



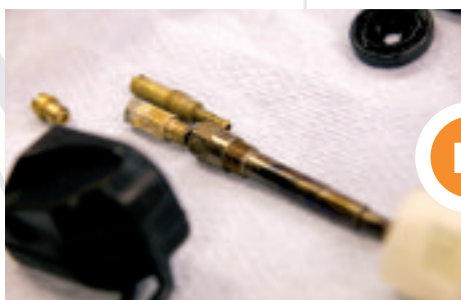
04 Remove the fuel pipe from the petrol tank. On the right hand side of the bike, remove the plastic throttle cable housing. Loosen the cables off before unhooking them. Next loosen the clamp holding the carb at the front and work it away from the manifold before pulling it out from between the engine and frame. Take care not to catch the breather hoses. Once the carb is out, put some clean paper towel or rag into the intake on the cylinder to keep dirt out.



05 It's important to know the accelerator pump works, to do this turn the throttle actuator (where the cables were). Fuel should squirt out of the carb, so make sure you're not looking inside. Then clean the outside of the carb thoroughly, making sure to remove any dirt from screw heads especially. The screws on your carb are small and soft, they will round out easily and when that happens you are screwed... (excuse the pun, it was intentional.)



06 Remove the large nut on the bottom of the float bowl, it's designed to be a drain bolt and should be cleaned after every ride anyhow. When you take it out it will drop a fair bit of fuel out so be prepared with cloth. You can now remove the accelerator pump (the extra cover on the float bowl) and all the screws in the float bowl. Place all these parts on your clean towel as you take them apart, just to make sure you can put it back the same.



07 With the float bowl removed, the floats will come out, note how they sit in the carb for refitting. You should be able to see the four jets now. The main jet is screwed into the needle jet, the pilot (looks like the end of a butane gun) and the idle jet (small, also called the starter jet). Unscrew with a small spanner or a flat blade screwdriver. They damage easily so using the right size tool is a must and remember, anti-clockwise to undo.



08 Now remove the cover on the top of the carb (normally has writing on, such as Flat CR) and remove the throttle slide from inside. There are a few parts that make up the slide so make a note of how it goes together. The wheels should come off the slide as well. You need to clean everything and take your time to make sure your hands and rags are clean. As you go, check all the rubber seals aren't torn or perished, if they are they will need replacing.



09 Once everything is perfectly clean and there's no dust, fluff or pizza crumbs anywhere, put everything back together in reverse order. When putting the floats back in, it's common for the needle valve (the pointy rubber bit) to stick if it's dry, dip it in some fuel first. Take your time and don't force parts together or do anything up too tight. Remove that rag out of the cylinder before putting the carb back and your bike should run like a dream!

ACCIDENTAL HERO

FROM ACCIDENTAL ENDURO CONVERT TO BRITAIN'S
LATEST FACTORY-BACKED EWC RACER... WE CATCH UP
WITH DANNY McCANNEY AHEAD OF THIS YEAR'S ISDE

Words and photos by Future 7 Media



A late afternoon sunshine blazed down on the Enduro World Championship's first prize-giving ceremony of 2012, Danny McCanney had every right to be pleased with himself. Unsure, like most, what the Chilean EWC opener would deliver, as he stood on the top step of the Enduro Junior class podium he'd done what no one expected. Secured victory as a factory-backed racer at the first time of asking.

Taking pride of place on the top step of the Enduro Junior (EJ) podium, McCanney – the newly signed and in truth internationally inexperienced Gas Gas rider – had just delivered a shock result. His first 'proper' ride on the world stage had surpassed everyone's expectations. He was the early leader of the ultra-competitive

EWC EJ class, and deservedly so.

Cruelly, despite surviving a long and incredibly physically demanding day, during which time the EWC rookie kept his nerve and performed near faultlessly, it wasn't to be. Despite taking to the top step of the podium, and to this day having the trophy to prove it, Danny was later demoted to the runner-up position. French rider Mathias Bellino had an end-of-the-day time penalty revoked, pushing Danny back into the runner-up spot. As McCanney learned there and then, sometimes sport is anything but fair...

"It was a pretty surreal feeling standing on the top step of the podium in Chile," smiles Danny as he thinks back to that dramatic season opener in March. "Although I competed in the final round of the series last year, I sort of regard Chile as my first true taste of the EWC. I didn't really have any expectations of where I wanted to finish – I just wanted to get through the event with a solid result first and foremost.

"Halfway through the opening day I was told I was running second overall in the junior class. At first I thought my team were taking the piss. I couldn't believe I was that far up as I was just riding my own race. Finishing second

was more than I expected, getting to stand on the top step of the podium was a real bonus. Unfortunately, I didn't get to keep those points but I still have the trophy in my garage along with the second place one, too. I guess I'm probably one of the only people to win two trophies from one day."

Regardless of the outcome, McCanney's achievement in Chile signalled his arrival on the international enduro scene in no uncertain terms. And his podium result was certainly no fluke. Since the start of the season he's continued to run at the front of the championship, despite being one of its youngest riders. Collecting another three podium results from the ten days of competition that have since passed, Danny now sits third overall in the Enduro Junior class standings with three rounds remaining. It's been a stunning start to the Manxman's career in the Enduro World Championship, one in which he's established himself as Britain's top junior rider.

But where did it all start for the 20-year-old from Douglas in the Isle of Man?

"It literally all sort of came about by accident," confirms Danny referring to a nasty crash during the tail end of August

2009. "Back then I was still riding schoolboy level motocross. It was all going pretty good but that August I had a massive crash. I ruptured my liver and a kidney in the accident and initially I sort of thought I was done. It took about six months of recovery before I got the all-clear but by that stage I'd sold my motocross bike and wasn't sure if I'd return to racing."

Picking up a battered and bruised '05 Gas Gas enduro bike for a bit of play riding, it wasn't long before he lined up for a local timcard enduro on the Isle of Man. Grabbing a decent result behind both David and Juan Knight, his taste for competitive action returned and with a little convincing he was on his way to the opening round of the British Sprint Enduro Championship (BSEC) in Gloucestershire. Updating his race-wearied Gasser for a borrowed 2009 model, McCanney bagged an impressive result against what has to be said is stiff competition. Placing runner up in the Under 23 class to fellow Manxman Alex Rockwell, Danny finished just outside the overall top five.

"I just went over to the first round of the BSEC for a bit of fun. There were a few guys from home riding at it so I

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Support from Shirty at Gas Gas UK helped Danny's promotion to the factory team

tagged along with them after I managed to borrow a bike for the weekend. I was surprised to be so close to Alex because during our schoolboy days he was always a lot faster than me. After that race I sort of tagged along to the next round of the British Enduro Championship (BEC) and somehow won it too in my class. I did a few more rounds and then next thing I knew I was leading both the BEC and BSEC. It was pretty crazy how it all came together."

In his debut enduro season Danny most certainly hit the ground running. And after those remarkable early showings he went on to win both BEC and BSEC titles. Showing an impressive level of speed and consistency, it didn't take long for him to catch the eye of numerous top teams and naturally, since he'd started out on Gas Gas machinery, it was John Shirt of Gas Gas UK that was first to call.

"I don't remember the first time I saw Danny ride, but I'd heard a lot about him and his performances from Gas Gas UK Enduro Team

Manager Steve Plain," confirms Shirty. "Steve has an eye for talent so when he explained there was a young kid named Danny doing well on a Gas Gas we knew we needed to support him. Working with an up-and-coming youngster, helping them to reach the top of the sport, is what we wanted to do. Danny was the perfect fit for us.

"I wasn't sure what he'd be like, all I knew was that he came from motocross. In all honesty I was expecting him to be aggressive, but it was clear to see he knew how to ride. Not too many teenagers can ride a 300cc two-stroke well, but Danny clearly could. Danny's been with us for a few years now and he's gone from strength to strength."

New teams and new bikes bring with them added expectation and pressures to perform. And as is the case with many standout rookies, it's often their second season of competition that really tells the tale of whether or not they have the potential to succeed. With Danny being the new kid on the block, many were waiting and watching >>



McCanney's MX roots give a solid foundation for his enduro riding style





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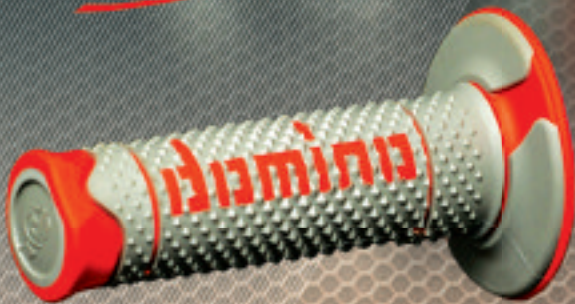
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The 2011 ISDE was a struggle for McCanney, although his team finished third



DANNY ON ISDE – GERMANY'S CALLING

"Ending upside-down in a riverbed wasn't the start I was hoping for at the ISDE in Finland last year. It pretty much ruined my result before I even got started. There was this small makeshift wooden bridge over a river and as I rode over it the rear wheel spun out and I ended up swimming. I lost nearly an hour trying to fix my bike and even though we finished third overall as the Junior Team, I struggled for most of the week.

"This year I'm expecting more. I want to show what I can do and will be aiming for a top result and gold medal. Overall we've got a great team. I know the pressure will be on in Germany to repeat our podium result but if everything works out I think a third or better is possible."

LIFE AS A FACTORY RIDER...

"In '10 and '11 it was my first time on an actual team but stepping up to factory support has taken things to another level. I never thought something like this would happen when I started out but it's been awesome. When we go testing, they'll change whatever I want, whereas before I just rode it how it was. There's a lot to learn about that side of racing and the language barrier (Danny's Spanish isn't too hot!) sometimes makes it awkward, but I'm getting used to it."

EWG GP OF FRANCE, 2011

"With it being my first EWG race I was starting near the back of the pack and spent most of the day riding in people's dust. I was annoyed at finishing 13th, as I knew I could have done better. On day two I pushed my way into the tests, it pissed the Italians off and they were kicking my bike to stop me jumping the queue, but it worked and I ended the day fifth."

to see if he could continue to deliver.

Third fastest at the opening round of the 2011 BEC series, the Muntjac Enduro, Danny looked on course for a debut Championship class podium result. That is until the event's notoriously tight time schedule caught him out. Regarded as one of the toughest events on the domestic calendar, unable to judge the schedule to perfection Danny was quickly pushed back to 13th.

"The Muntjac was a real killer to ride. My times were good in the test but I think I lost out through a lack of experience on the time controls. I just didn't judge how fast I needed to ride those final checks. It's not often you end up riding the checks faster than the actual test and that's where I got caught out. But I learned from that mistake and was focused on improving from there."

With confidence brewing from his winning results in the BSEC, Danny knew he had the speed to mix it with the best in the BEC. And at round three of the series in Knighton, things finally clicked and he secured his first podium result at the highest level. A couple of weeks later he returned to the championship in Brechfa and went one better to claim his first ever BEC win.

"Everything just seemed to come together during those couple of weeks," confirms the Gas Gas rider. "I'd just won the Under-23 class in the BSEC and I knew my speed was right up there with the best of them. Finishing on the podium at the Knighton lifted my momentum and things snowballed across to the Brechfa. Everything went perfect and I didn't put a foot wrong all day."

Now one of the serious contenders in the BEC, McCanney continued to battle shoulder-to-shoulder with the eventual champion Greg Evans. Becoming a permanent fixture at the sharp end of the results, the young Manxman secured third overall in his rookie season, also clinching both the Enduro 3 and Junior championship and all while juggling the pressures of competing in the European Enduro Championship.

Danny's successes in Britain have been quite outstanding, but it was his run at the European Enduro Championship that ultimately put him on the factory team's radar. After a last-minute decision to contest the 2011 EEC, Danny wasted little time in making his presence felt.

"I only decided to give the EEC a go just a few weeks

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before the first round of the series. My results in the BEC and BSEC were good and I felt like racing in the EEC was the next step to take. Heading there I didn't know what to expect. It was my first time racing abroad so I was a little nervous about that too. I don't normally ask for my results during an event but after a couple of tests I wanted to know what position I was in. I was told I was leading overall. I think picking up the overall win in round one helped me to go on and win my class. Winning that championship gained me a lot of attention and, combined with my results in the EWC GP of France last October, it really helped set me up for the factory ride."

"It was clear that Danny should be competing in the Enduro World Championship," explains Shirty, "so I made sure the factory were aware of just how good he was. Once they met him and saw him race it was a done deal. Danny has two deals – one to race in the UK and another to compete in the EWC. His factory deal is for three years. 2012 has been his learning year, next season the goal is to try and win the Enduro Junior World Championship."

Adding an eventual fifth place one-off EWC result to his run of championships for 2011, Danny deservedly secured himself a berth under the official Gas Gas EWC awning for the 2012 season. Armed with factory bikes, he's now gone on to establish himself as not only the fastest Junior rider in Britain but also one of the fastest in the world. In a class that's stacked with vastly experienced French, Italian and Spanish riders, Danny has continued to hold his own. And aside from his brief taste of victory in Chile he's hopeful of bagging that 'official' win before the year is out.

"There's still a lot of racing left to do," remarks Danny when asked if an EWC win is within his grasp this season. "I've managed to beat every rider at least once this season so I know it's definitely possible to win. My goal is to do so before the year is out. Mathias Bellino is hard to beat, and he's got the edge on everyone at the minute, but I'm hoping the conditions in Sweden and Finland will be to my liking. If I can cap off this year with a win and a good result in the ISDE it will have been a great first full season of international enduro competition..."

Danny and Steve Plain - team boss and right-hand man



DANNY ON SOUTH AMERICAN EARTHQUAKES

"We were sat in the car on the way to visit my brother in hospital after the GP of Chile when the earthquake hit. Suddenly, the car start to jerk about and I thought it was the driver mucking about. Next thing we know he jumps out and runs away! So we did too... The ground was vibrating and the bridges were shaking so much I thought they were going to fall on us. It was pretty scary."

THE BOSS – STEVE PLAIN

"Steve is like my right hand man and has been the biggest help in getting me to this level. He always has my bikes tricked out and points out the best lines in the tests. I owe him a lot."

ENDUROCROSS

"I'd like to try some of the indoor endurocross stuff this winter if I get the chance. The racing looks good and I think they'll help me to improve my extreme test riding."

LITTLE BRO' – JAMIE MCCANNEY

"My brother's had the worst possible start you could have to a season. It was unfortunate to crash like he did in Chile (he hit a stray dog) as it wasn't his fault and could have happened to anybody. I know that when he's fit and healthy again he'll prove himself – he's got a lot of potential."



THE REPAIRABLES

PROJECT RPM (RECOVERY, PREPARATION & MAINTENANCE) KICKS OFF THIS MONTH, AS WE INTRODUCE OUR NEW FLEET OF PROJECT BIKES TO OUR MAN BAYMAN AND HIS TOOLS OF WISDOM

Words by **Rob Bayman** Photos by **Andrew Welch**

Out with the old and in with the used as we shift our focus from the exotic end of the market (Project Shed 3) to a trio of real-world used bikes found neglected in the backs of garages and rescued from dealers' dustbins. The new collection of iron consists of three bikes representing MX1 - an '04 KTM 450SX-F, MX2 - an '08 Kawasaki KX250F, and schoolboy two-strokes - an '04 Yamaha YZ85 Big Wheel. So even if you have a different make of bike we're going to be stripping, repairing or replacing parts on machines which are, in many ways, a lot like yours.

The deal with the new 'Repairables' fleet wasn't to simply go out and buy a collection of knackers to poke fun at, or to compete as budget racers, *Top Gear* style. It's not just for fun; this fleet is typically matched to those bikes which many of you may have or fancy getting your mitts on, regardless of their intended use being for racing or mere recreation. The aim all the way will be to let you know what we find, what needs doing, what techniques and tools will fix them and how hard the job was.

The history of each of the bikes on the fleet is not known precisely, with the exception of

the KTM. After a period of neglect, this former long-term test bike from 2004 returns to the *DBR* stable for a race ready face lift. So with the KX and YZ we're going at them a bit blind. The estimated value of the four-strokes is about £1,000-£1,500 each, with the little YZ80 half that.

Working with older bikes brings with it challenges, but we know you know this already. Plenty of people buy new bikes of course but we know only too well that not everyone can afford them so we're looking at some older bikes to let you know how you can keep yours in tip-top condition and working well on track.



An older bike can be perfectly useful at club level, but will obviously need maintenance, particularly alongside new bikes, as every suspension or motor component gets worn. New bikes come with all the latest technology and advances fitted to every area of a bike and for the rider who doesn't have the workshop skills or is hard on a bike and needs lots of parts replacing in a season, getting a new bike makes sense. Sometimes it simply comes down to the balance of affordability over ability.

But we'd also like to help you to help yourselves by showing some of the problem

areas on bikes like this and showing what you can do yourself and what needs farming out to a specialist. Most of the knowledge we share will be transferable across the three bikes and manufacturers, though we hope the range of the fleet will provide broad knowledge for everyone to get something from.

These pages are dedicated to you working on your bike in your garage so it'll be packed with the problems we find on these three bikes but you can steer us with your questions too. The silly question doesn't exist, we all start somewhere so don't be afraid to drop me a line at notetorobin@gmail.com



WHO IS ROB BAYMAN?

Spannerman to Neil Prince, Jon Barfoot and Steve McMillan in Brit MX and GP. International support to HRC guru Takayuki Miyouchi and US SX star Ricky Ryan. And top DBR tester/contributor since 1997...

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MX1 KTM 450SX-F

Dismantled three years ago to store in a more secure way to prevent theft, more than a few people have borrowed parts for a weekend to race themselves whilst their own bikes were waiting for new bits. It should in theory be complete, or at least was. The bike's parts have been gathered together from various corners of the workshop for rebuilding to see just what we have, or more appropriately haven't. Like all basket cases of a certain age, a few original nuts and bolts will be missing. The plan with the 450SX-F is to go through the stages of rebuilding the bike, studying each part to see what's up, what needs servicing and get on with 'how to' repairs.



MX2 KAWASAKI KX250F

Bought as a complete bike with known head damage, the bike was traded in to a dealer with the problem declared at the point the deal was made. We will investigate and take you through the condition of the bike overall, what repairs we can do ourselves, and what specialist services we need to outsource. Jobs like valve seat inserting and cutting are quite involved, but we'll explain just how the experts do it. The bike will be rebuilt to race standard, and likely treated to a bit of bling before we pitch it against brand new equipment. We'll do a head-to-head comparison on a value for money basis, to see just how competitive a four-year-old bike can be against a new bike. Like the KTM, the KX will have regular maintenance procedures and upgrades presented on a step-by-step basis.



YOUTH YAMAHA YZ85 BW

The YZ85 is new territory for us as mature racers. We've worked on similar bikes commercially but knowledge and experience is transferable and will be used in the same way as the little Yam's stable mates. Unlike the others, the YZ85 is a complete running bike, but we expect to find problems to repair or service from a two-stroke perspective. Our quest is to recover the bike to race condition, conduct some basic set-up and tuning modifications with maintenance procedures along the way. The objective for the YZ85 is to look at entry-level racing and riding for all you younger riders or mechanics.



US 250 2012 champion-elect Blake Baggett is the obvious choice for MX2

PICKING TEAM USA!

THE 2012 USA MXON TEAM HAS SOME UNORTHODOX RIDERS THIS YEAR, BUT THERE'S METHOD IN THE MADNESS AHEAD OF THE 'BIGGEST RACE OF THE YEAR'

Words and photos by **Steve Cox**

There's a lot that goes into building a Motocross of Nations team. It's funny, though, because while the world looks to the USA, envious of the talent pool they can draw from – or even just the sheer number in the population – many of these fans and critics believe it must be easy to pick a team. But the truth of it is sometimes having too many choices is a bad thing and it

complicates things. The fact that the USA team normally has to travel overseas to race the event, at its own expense, complicates things even further.

The biggest issue with the 2012 team is that so many guys are currently injured. This doesn't just affect Team USA, of course: teams from Australia, South Africa, and many others who have top racers racing in the AMA, have been heavily affected as well. Australia

has Chad Reed, Michael Byrne and Brett Metcalfe all out injured and all of whom are undoubtedly Australia's top three racers. South Africa has its top two – Gareth Swanepoel and Tyla Rattray – out as well, as Swanepoel is hurt and Rattray is getting a plate out of his hand straight after the Elsinore AMA MX finale. South Africa isn't sending a team because of this. Australia still is, but it's unlikely to be very competitive.

WHO'S IN, WHO'S INJURED?

For Team USA, there's a long list of racers who are unable to race due to either being injured or recently recovered from injury. Ryan Villopoto, James Stewart, Trey Canard, Tommy Hahn, Darryn Durham are all out. Those first three guys are all great sand riders, by the way.

But just as in 2009, in Italy, Team USA is dealing with the injuries and has named a team:

MX1: Ryan Dungey

MX2: Blake Baggett

MX3: Justin Barcia

Also just as in 2009, Team USA is moving a 250cc racer up to a 450 for the event. In 2009, it was Ryan Dungey making his 450cc debut in the MX1 class. In Belgium, it will be Justin Barcia moving up to MX3. The logic for this, from the outside, is obvious: Barcia rode the Southwick (sand) MX National last year on a 450, filling in for injured Canard, and actually won a moto. He's really strong in the sand. And nobody wanted Mike Alessi, currently second in the 450cc points, on the team – with the exception of Mike Alessi and his circle. America's already looked down upon as being arrogant and braggadocios; the last thing America needs is the definition of both of those words on the team.

And the man (or The Man, if you prefer) who plays the biggest part in putting the team together every year, Roger Decoster, knows the Alessis all too well. However, he's quick to point out that it's not just about who the best rider is, it's also about who has the best package to take with them to the race.

"We look at the whole season, basically, including supercross," Decoster says. "We look at

who has been racing good and who can come from behind also. What they do when they don't have the best start. And we look at the support that the potential guys would get. We look at backing from the factory, because to do it right you have to send a lot of equipment over there. It's a lot of money. And even for a factory, they sometimes get a little shy of spending the money..."

Why? Because American Suzuki, or Kawasaki Motor Company, USA, all have a key word in their titles: America. They're American companies with their own budgets and their own advertising and marketing goals.

"They'll tell you, basically the distributors pay for the racing in the U.S. and they don't get anything out of advertising in Europe because that affects European sales but not USA sales..." Decoster says. "So, they are sometimes a little bit reluctant to go all-out. You're on the other side of the world, so you have to send everything in double, double and triple. So we get a big freight bill and that's one of the issues that we look at also."

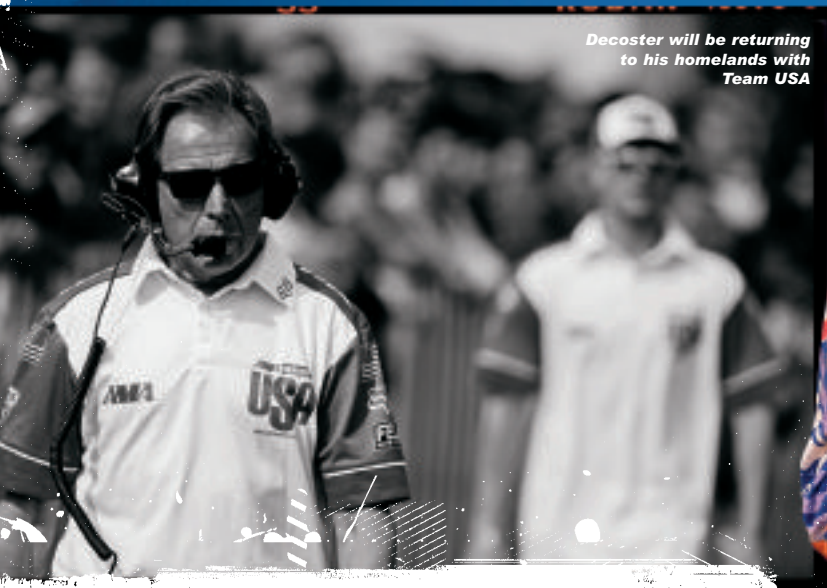
How much does it cost?

"It depends from team to team, but it's like thirty, forty thousand dollars to go to the des Nations. Plus the use of a bunch of parts..." Decoster says. "You use up a lot of stuff. You have to do special testing for it also because we have to run different fuel there. So we need to map the fuel you're going to be racing in Europe. So we need to send that fuel here to the USA for all the teams, because they will be using fuel that comes from Europe. So you spend a couple >>

Strong sand rider Barcia will make the jump up to a 450 and race MX3 at Lommel



Decoster will be returning to his homelands with Team USA



ROGER RETURNS!

DECOSTER ON RETURNING TO BELGIUM WITH TEAM USA

DBR: For you specifically going to Belgium, what does it mean to go back home?

RD: I don't know. I may have to watch myself back there. [Laughs]

DBR: Well, you've been doing this for over 30 years, obviously.

RD: Yeah. The people that know the sport, they're good about it. It's still all about the sport. I think they're happy to see the Americans and see all the best riders in the world compete against each other. I think they look forward to racing us on a track that favours them, instead of a supercross track which favours us.

DBR: Which it usually is. They make these man-made tracks that are definitely better for AMA racers.

RD: Yes, exactly. This won't be like that.

DBR: What do you think about the age rule for MX2? Considering they've made concessions for fuel and sound in the past, why not for age to help the rest of the world compete with USA?

RD: Actually, I had not thought about that, but in the case of the French I don't think it would change much...

DBR: All three Team USA racers could race MX2 if they wanted! There are some teams like Australia, if Chad Reed and Brett Metcalfe were healthy, they'd be sort of lacking a third guy.

RD: For Italy, it would probably help them to let an older guy race MX2, too...

DBR: Obviously Netherlands is fine. How's Belgium?

RD: Yeah, I think Belgium is going to put in Clement Desalle, Ken de Dycker, and Jeremy van Horebeek.

DBR: de Dycker is a giant!

RD: He's been better so far this year, too. And the des Nations they always, it's like England in the Olympics – when it's your

home, they always perform a little bit more.

DBR: It was true in Italy, it was true in England both times recently. France also. So what do you think about that rule, though? You think that might be smart to lift it for the one race and let the teams do what they need to do? They're competing against countries with 300 million people, and what's Belgium got, 10 million people or something?

RD: Yeah, and countries like Finland, they have 4 million people...

DBR: That's what I'm saying. Logically, do you have any...?

RD: I think it would be fine to lift it. Anything to help the des Nations I think we should do. I think des Nations is a cool event and I feel it's the biggest race of the year. We should do whatever we can to make it as big as possible.

DBR: How is it different sending your rider now that you're with KTM as compared to Suzuki?

RD: Well, at KTM I can decide more things on my own. I don't have to go to as many consensus meetings as with the Japanese...

DBR: Less cooks in the kitchen sort of deal?

RD: Yeah. It's easier that way. There is some more direct communication. There are less people involved so it makes things a little bit simpler.

DBR: That's it? It doesn't matter that KTM is in Europe?

RD: Yeah, that really is the biggest difference. In Europe with Suzuki I had the benefit to have Sylvain [Geboers] running the Suzuki GP Team. He has always been a big fan of des Nations. He was always really helpful with our team over there, even helping for non-Suzuki riders. He always was a huge help.



Barcia and Baggett haven't been the friendliest of AMA 250 rivals, raising questions about team harmony



One in 300 million. Baggett shows the quality of rider Team USA has its pick of



There's no doubting Dungey's 2012 form though...

of thousand just on sending fuel over from Europe. That's just for fuel so you can do your mapping. Because, with the fuel-injected bikes, you need to have the bikes running good. You need to do the mapping with the fuel you're going to run and the engine setting you're going to run including exhaust pipe and all that stuff. So there's a lot of work for one race that you don't realise. I mean, you go watch the race, you think it's just another race, but in many cases we have different sound levels to deal with, different fuel... We look at what team can afford to do all this and do it 100 per cent, and that helps us decide which racers to take, too."

For clarity, that's \$30-40,000 per racer, not for the whole team.

"And then you have a bunch of people to send over and all that, and the AMA usually gives us a little bit of help with the mechanic and the rider, but all the top teams we send twice as many people than what we even use here, per rider," Decoster says. "And this year we're going to go over early so we can spend some time on sand so we can do settings. Their sand tracks are different from the sand here at Southwick.

So we'll have the hotel bill for ten days for each guy, so it adds up."

As for Barcia, he's racing for Team Honda in 2013 and beyond, so Honda is supporting his Team USA effort.

"Remember what he did last year at Southwick?" Decoster asks. "He was fast there and he's a good starter. He also is a good racer that comes fast from behind. Being three young guys I feel that these three guys are going to work well together. It's not just me; we take input from several people, like Davey Coombs, Todd Jendro [from Feld Motorsports], Mitch [Payton, from Pro Circuit], Beeker [Chris Onstott, from Fox Racing]... It's not like one person says, 'I want this team.' We talk amongst ourselves, with pluses and minuses and then we get a consensus, and that's who we pick."

Before announcing the team, though, it was delayed a bit, as rumour had it that Ryan Villopoto might race a few Nationals at the end of this season and then be available for the Motocross of Nations.

"We were under the impression that Ryan [Villopoto] was going to be back, that he

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Dungey's KTM team manager Decoster didn't have to think hard about his #1 MX1 rider for MXoN

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The 2012 team (above) have a reputation to match after 2011 victory (above, left)



would be racing the last three or four races," Decoster says. "And he likes the des Nations a lot. He has always been good performance-wise for des Nations, but he has also been a good team player and helping the other guys on the team for that race. He likes that event and he is very supportive of it. We wanted to make sure that if he was going to be back and finished the season strong that he would be on the team, but he has decided that he is not going to do any more outdoor stuff. He's just going to play it safe and get ready for supercross."

Some people have brought up the fact that Justin Barcia and Blake Baggett, currently the top two in the 250cc National MX Championship, don't get along. Baggett doesn't like Barcia's "Bam Bam" riding style. Now Decoster is expecting them to be team-mates.

"We're going to spend more time on that," Decoster says of the rivalry. "And that's not different from other years. Last year, the two Ryans [Dungey and Villopoto] were big rivals, but the Americans have been really good at setting the season behind them and working as a team. That's one of the biggest qualities of the team USA in the past, all the way from the beginning; from '81."

So Team USA was built not just by who is the fastest out of the healthy racers, but also who has the most support, and who would be the best team players. And for 2012, Dungey, Baggett and Barcia are going to try and get it done in the sand.

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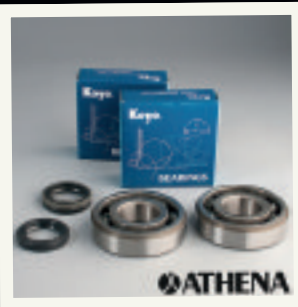
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CAGE FIGHTER

FROM BIONIC MAN TO CHAMPION, WAYNE GARRETT SACRIFICES TWELVE MONTHS OF PAIN AND BROKEN LIMBS FOR ONE MOMENT OF GLORY IN IRISH MOTOCROSS...

Words and photos by Robert Lynn

It's said that if you want to push the boundaries of your capabilities in sport you must be willing to go that extra mile. Reaching the top is about training harder, digging deeper and risking a little more than everyone else. But as is often the case, when you step closer to the edge, the greater the risk taken for the reward becomes.

Leading into the 2011 season, Northern Ireland's Wayne Garrett finally felt that he had it all. With a new team, new bikes and a fresh structure around him, this was set to be his time to achieve results that he always knew he was capable of. After many seasons collecting countless national titles on the Irish circuit, Wayne had finally caught the attention of one of Britain's top-flight race teams, MotoOne KTM, and with the team's help he was ready to push for top ten results in the Maxxis British Motocross Championship. And during the opening half of the season, everything was following to plan.

"Last year I felt like everything was going great," recalls Wayne. "After winning pretty much everything there was to win at home I'd finally got the opportunity to step my racing up a notch. Darren Wilson had offered me a place on his MotoOne KTM team and with a tough winter's training behind me, I started the season strong –

finally I had the whole package to do what I knew I was always could."

Still committing to racing the major series at home Wayne etched out a monumental lead in both the Ulster and Irish motocross championships while also cracking the top ten in MX1 in Britain. Life was good for Garrett and confidence was skyrocketing.

However, success in motocross can be all too fragile at times and as we push the limitations of our abilities in the pursuit of triumph, that brittle, tenuous edge we thread on can often crack and bring the risk of reward crashing down.

During an Ulster championship meeting on July 13, the seemingly unbeatable Garrett hit the ground and hit it hard. Becoming blinded by dust during one of those rare sunny days of racing, Wayne was involved in a multi-rider pile-up on the opening lap of the final race of the day. It was a crash he wouldn't get up from and in a single moment his season ended with a horrendous compound fracture of his lower left leg.

"Thinking back to that day in Seaforde, nothing felt right," confirms Wayne. "I was riding both classes – jumping between MX1 and MX2. I'd struggled all day to find my pace on the MX1 bike and couldn't get comfortable on it. Sitting on the line for the final race there was a niggling thought running through my mind that for some reason I wasn't going to finish it. I don't

know why that was – I just knew it wasn't going to end well.

"From what I remember I hit the rear wheel of someone else in the dust and crashed. With nobody able to see me my leg got run over. Instantly, I knew I wasn't getting back up but I'm a stubborn guy and tried to anyway. It wasn't until the surgeon walked into my hospital ward the following morning and talked me through the procedure of fitting an external fixator to my leg that the reality of how bad the situation was actually hit home."

Forced to concede defeat, Wayne could do nothing but watch his title aspirations and hopes of a top ten overall result in Britain slip away.

"For me, that was the hardest part of my injury to accept. I could live with losing the Irish championship, as that was something I'd won before, but missing out on a top ten result was tough. I'd been building up all season for my home race in Desertmartin. I'd got my best ever result of seventh and knew there was a chance of more. Missing out on that made me want to come back stronger."

Resetting the goals, his focus now centred on getting ready for 2012 and with over six months to prepare for the new season, he had more than enough time to be fighting fit.

"With the fixator on I was able to begin rehab almost straight away. Even though my leg was broke, the cage was >>

*Pipe dreams? Not for
Ulster champ Garrett,
after overcoming
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'Part and parcel of who I am'
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WAYNE ON

NUMBER 33

I've always tried to run number 33 since I started racing adults. I used to have #3 as a schoolboy so #33 seemed to fit. It's part and parcel of who I am.

TRAVEL

I love coming over to race the Maxxis British Motocross Championship. The depth of talent is incredible and you've always got to bring your A-game. At times it's tough as there are weekends when I'm racing at home on a Saturday and then I've got to travel all night to make it to the start line on Sunday but that's just the way it is.

BUDDS CREEK

The Motocross of Nations at Budds Creek in 2007 was the greatest race of my life. I'll never forget waiting in the holding paddock with guys like Ricky Carmichael before the first practice session – it was the most nervous I've ever felt. The atmosphere was crazy but it was the best I'd rode all year. I finished 14th in qualifying and managed to help Ireland skip the B-Final!

WINNER'S LIST

I never expected to win two Irish Championships and five Ulster titles. I'm now third overall on the Irish win list behind both Gordon Crockard and Adam Lyons. It still feels weird, as they are the guys that I looked up to as a kid. To be in the same company as them means a lot.

STOMPING GROUNDS

I think we get underestimated in Ireland. A lot of guys would be surprised how fast we can ride our local tracks in the same way they can ride theirs. Even when Gordon Crockard rode the odd race here during his GP days he never completely ran away with things. I reckon we could surprise a few folk if they ventured over here.

Wayne's been in and out
the cage more times
than Tito Ortiz



holding everything together. I was able to do physio and after a couple of weeks I was back in the gym and going flat-out on cross trainer. I got some strange looks from those on the machines next to me but I didn't care, I just knew I had to do all I could to get fit."

Grinding away at his rigorous and exhausting rehab, Wayne's fixator was removed in October and with a deal inked to ride for JAR Honda - things were beginning to look up. It was time to start thinking about throwing a leg over a motorcycle again and ripping some laps. But as luck would have it that opportunity never arrived. In November, while working his day job plastering a house, his leg buckled underneath him and his tibia cracked once more. Rushed back into hospital, surgeons revealed the crushing news that the last three months had been for nothing and the only option available was to go back under the knife and wear the cage once more.

"I couldn't believe it when my doctor walked into the room and told me that the last three months of work had been more or less a waste of time. For a minute I felt like chucking it in there and then – I thought to myself what was the point. When the red mist settled I began to think a bit clearer. There was still three months until the start of the season so I knew there was still time to get it right."

However, that plan didn't offer a lot of room for error and with three weeks remaining until the beginning of the 2012 Maxxis British Motocross Championship at FatCat, one of the toughest

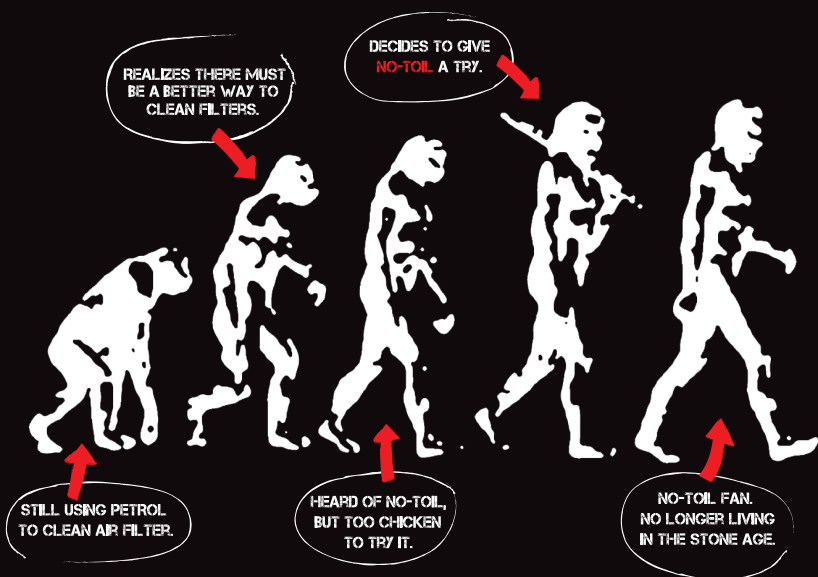
tracks in the country, Garrett was still wearing his cage and had yet to ride his new Honda. Time was running out but thankfully the moment of truth arrived and on February 13th, exactly seven months to the day since his crash, the fixator finally came off for good. With literally no time to prepare for the season opener, Wayne practically walked off the surgeon's table and onto the start line of the British Championship. Although he could only muster enough stamina for 25th in MX1, his qualifying position of 20th gave him hope that his speed was still there and that all he was lacking was time.

"It was touch and go as to whether I'd make it to the line at FatCat," reflects Wayne. "Even though I'd done as much training as I could, I knew I wasn't ready, but in hindsight I'm glad I did. I felt that if I didn't make it to the start of the season then I would always be on the back foot. Lining up with forty of the best riders in Britain forced me to get race-fit and to pick my speed up."

"What Wayne achieved in February was a true test of character," echos team boss Jonathan Rea. "There was no pressure on him to return when he did as our main championship focus didn't begin until Easter. But he's a tough guy, and although we're maybe too patient in his return to the track, he was mature enough to know that those extra laps would have him better prepared for when his season would really begin."

Sure enough, Wayne's tactic's paid off

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Less a comeback king,
more the knockback king...

JONATHAN REA ON WAYNE

"I've known Wayne for a long time but it wasn't until we spoke during the end of last year that I realised I wanted him on my team. Once I was able to offer him a decent package for 2012, we sorted a deal out really quick. Winning the Ulster and Irish championship for Honda was always JAR Honda's main priority and I always believed Wayne could be capable of doing that. It was difficult to see him injured like he was during the winter but to watch him come out of the end of it as champion is immensely rewarding. These past few months have been a rollercoaster of emotion and I'm extremely proud to have been part of his big journey. If we can do the double and add the Irish championship to the Ulster title, it'll have been a hell of a season for everyone involved."



JAR team boss and WSBK star
Jonathan Rea knows a thing or two
about riding with injuries



Garrett took the Ulster title
in the last moto of the final
round at Desertmartin

and with two rounds of the British Motocross Championship and a season best of 16th in race two at Canada Heights under his belt, he was beginning to fire on all cylinders as the opening round of the Ulster Motocross Championship headed to Desertmartin on April 9th. Grabbing two wins from three starts, the Honda rider immediately took control of the title race and quickly silenced those that had written him off as finished during the winter.

By mid-season it seemed as if he'd hit his stride. He was back to the forefront of Irish motocross and with a stunning result of 13th in race two at Lyng, he was edging closer to the goal of a top ten finish. Finally, it seemed like he had distanced himself from the pain of the last 11 months and with his home race of Desertmartin just around the corner the time was right to make his mark.

Putting in some last minute Tuesday preparations before the series headed to the red sands of Desertmartin, Wayne was pitched violently from his Honda. Although this time his leg escaped injury it was his collarbone that took the brunt of the force. Feeling the bones grind together it was clear his collarbone had broken.

"I just couldn't believe my luck," he says. "The Maxxis had been building momentum until that point and I definitely felt that Desertmartin was my best opportunity for a top ten result. After all

I'd been through, breaking my collarbone felt like another slap in the face. The next round of the Ulster championship was only two weeks away and even though I was hurting I still felt like I had to try. I needed to see for myself if it was possible to ride and until it broke again I couldn't accept that it wasn't."

With gritted determination, Garrett somehow gutted out three top ten results, losing only nine points in the process. With another two weeks to rest until the penultimate round of the series, he returned to the track feeling stronger. Deciding not to race for the title but instead to play for the win he defied all odds by claiming a hat-trick of wins and emerged with an eight-point lead in the standings. Suddenly, with only one round left to run he was back in command of what he thought he had lost.

"Coming into the final round of the season I'd been in the championship winning position

numerous times before. Twice it had gone my way but three or four times I'd been the one to walk away empty-handed. I'd been through both emotions so I was ready for either outcome.

"After Gary Gibson beat me in the first race I knew I had to come out swinging in race two. Straight away I pushed hard to hit the front and put some distance between us. When I couldn't see him for a couple of laps I knew he'd got a problem. Then I caught sight of his bike, he was out of it and if I held my position the championship was mine.

"Crossing that finish line as champion exactly one year after being almost wiped out of racing altogether was more than I could have hoped for. Even with all the knocks I've had over the last twelve months I've proved that if you don't lose sight of what you know you're capable of inside yourself you can always fight your way back to the top."



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GERT KRESTINOV

THIS MONTH, MVR-D HONDA'S ESTONIAN EXPORT GETS THE THOROUGH DBR READER TREATMENT!

Words and photos by JP O'Connell

Q: As a sand specialist which are your favourite tracks here in the UK?

Jack Sutton, Ringwood

A: "In UK I train mostly at Doncaster Moto Parc and FatCat Moto Parc, I like those tracks. Ed Bradley [DBR MX tester no less] helps me a lot with my training. I've had quite good results at Canada Heights, so I like this place also, it's my kind of dirt."

Q: Since you've been riding in the Red Bull Pro Nationals and the British Championship, have your results been where you expected them to be?

Dillon Merchant, Penfield

A: "Not the previous years. This year has been pretty good for me. I had an ankle injury a few months ago, so that wasn't very good for the training side of things, but overall I'm pleased. I have a very good team behind me and my bike is also really good. I'm fourth in both championships."

Q: Having spent a few years riding the full GP series what made you decide to turn your back on them and ride only in the UK?

David Hathaway, East Peckham

A: "I had a difficult '09 season, a lot of mechanical problems, I had to DNF 50 per cent of the races, so this wasn't very good for my head. I had an agreement with a team to stay but in the end it didn't work out and I was left without a ride in the middle of winter. To enable me to race, I decided to ride in UK only. I need to thank my friend Justin and team LPE's Steve James for giving me that opportunity."

Q: Both you and Tanel Leok have won GPs in the past few years, is motocross a big sport in Estonia?

Kevin Murray, Andover

A: "Considering that we are such a small country, we have many good riders. I would say that most of the people in Estonia know the name Leok. Yeah, it is a popular sport."

Q: Are you travelling to all of the races in the UK from Estonia or do you now live here?

Lucas Perry, Tavistock

A: "I rented a place in UK where I live now, sometimes

I stay with my team MVR-D also and I like it a lot. When I have a free weekend, I usually go to Estonia. I'm enjoying my time at home. There is a lot of travelling in my life."

Q: We don't often hear the term "hardpack specialist", yet we often hear of riders who are "sand specialists", what is it about the sand that makes it that much more challenging to ride?

Jake White, Hastings

A: "In sand you have ruts, bumps and many different lines. It is just more challenging to ride when you haven't been practising on it. If you want to go fast in sand, you need to ride in sand a lot. At least that's what I do."

Q: Your dad rode GPs and also represented the Soviet Union in the des Nations, he must be very proud of how much you have achieved already, does he come to all of the races with you?

Elliott Norman, Luton

A: "Yeah, my dad is like my best friend. We work together and he tries to help me as best as he can and I'm very thankful for that. He comes to a few of my races in UK. When I do a GP, he is always there to watch."

Q: At a really early age you moved out to America to train with Jim Holley, how much did you learn from him and do they do things much differently over there?

Tom Palmer, Leicester

A: "I was 14 when I first went to train with Jim. It was a cool experience and we had a lot of fun. Lifestyle is different there, it takes time to get used with everything."

Q: Why do you think you've never been able to recreate that magical day in Lommel when you took that amazing GP win?

Harry Snell, Derby

A: "I was really prepared for that day. Actually my goal was to finish top nine, I wanted to get a single digit number as my result and I knew it was possible. We trained hard with John van den Berk and I was very confident going into that race. First race I crashed twice but still came eighth, I won the second race, my riding

was really nice and smooth, hitting everything perfect. I don't know why I haven't ridden that good since then, I guess I need to train more in Lommel again."

Q: How important is it to you to get a full GP ride again?

Will Beechwood, Preston

A: "I'm still pretty young so my dream would be to race GPs again. I'm working hard to make it happen, so I will say that it is important."

Q: Does your dad still ride and is he still quick on a bike? Does he ever come out when you're practising and challenge you to a two-lap-dash?!

Connor Patten, Chester

A: "We train together sometimes, he can still go fast! At home he still beats the local 'Pros'. He is very good at starts, I think he can still beat me getting to the first corner for the holeshot!"

Q: How proud does it make you feel when you ride for Estonia in the des Nations?

Dan Salisbury, Yetminster

A: "I'm very proud to represent team Estonia, especially when we make a good result. I think we have a good opportunity this year to make a nice result."

Q: You had some of your best results in the MX2 class, in hindsight do you wish you had spent a couple more seasons there before moving up to MX1?

Nathan Rayburn, Cardiff

A: "I don't regret moving to the MX1 class. I was too big and heavy for an MX2 bike and my riding style suits more the bigger bike."

Q: Are you able to make a better living riding the UK national series than riding the GPs?

Sophie Walls, Nottingham

A: "It all depends on my results. At the moment yes."

Q: If you could have a meal with three of your motocross heroes who would they be?

Ellie Truman, Swaffham

A: "That would be James Stewart, Jeremy McGrath and Stefan Everts."

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RISING STAR

SELECTED AS A MEMBER OF THE GB JUNIOR TROPHY TEAM FOR THIS YEAR'S ISDE IN GERMANY, STEVE HOLCOMBE'S AN UP-AND-COMER THAT CAN'T WAIT TO SINK HIS TEETH INTO INTERNATIONAL COMPETITION...

Words and photos by Future 7 Media

British team selection for the International Six Days Enduro is always a subjective issue. An event like no other, when it comes to Junior Trophy team participation if a rider doesn't have speed, determination, good mechanical knowledge and a real desire to succeed he's got no chance. Steve Holcombe has all of the above in abundance.

Selected alongside the notably more experienced Danny McCanney, Alex Rockwell and Jack Rowlands, who together with Jonny Walker secured a third place result at last year's event in Finland, Holcombe is well aware that as the team's new boy he's got a lot to learn and live up to. But he's more than ready to rise to the occasion.

So far during 2012 Steve has quickly become one of the country's top performing enduro riders – one of the growing number of new generation enduro stars in the making. Racing exclusively on home soil his results have been highly impressive, as the fresh-faced 18-year-old from Devon stamped his authority on the Under-19 class in the Husqvarna ACU British Sprint Enduro

Championship. By claiming victory in all ten rounds of the series, Holcombe did more than enough to justify his British Junior Trophy team call-up.

DBR caught up with west-country ace to find out a little more about his season so far and his thoughts on what will be the biggest race of his career to date...

DBR: Congratulations on your British Junior Trophy team selection, when did you learn you'd be heading to Germany?

SH: "It happened a few days before the team was announced. Dusty Martin, the team manager, phoned me up and asked if I would represent Great Britain on the Junior Trophy team. I wasn't expecting the call whatsoever but Dusty said he liked how I rode and wanted me on it. It didn't take long to say yes!"

DBR: Were you surprised by your selection?

SH: "Absolutely. My goal was to make the squad for 2013 so it's very rewarding to know that I'm on the pace to represent the team this year in Germany."

DBR: Despite going into the event as

an ISDE rookie have you set yourself any goals?

SH: "Personally, I don't know what the level of riders will be like as I've never raced abroad. But based on what my teammates have achieved this year internationally I feel that I should be close to their pace. If I can do that and everyone performs to their best then another team podium result should be within our grasp. This is a great opportunity to deliver a solid result on the world stage and help prove myself a bit more. Hopefully I have a safe, trouble-free week and can earn a gold medal."

DBR: How are your preparations for the event going?

SH: "I've stepped up my training a lot and I'm improving my overall fitness. Along with that I'm trying to double the amount of bike time I have each week too. JD Racing has helped me out with a new KTM 250 EXC and I've gained a lot of

support from local businesses to help me with funding for the trip. We leave for Germany on September 16th so I'll race the Natterjack BEC as a final shakedown before the ISDE."

DBR: Your performances in the Husqvarna ACU British Sprint Enduro Championship have certainly showed you have the pace to be in the team. Do you see your BSEC results as key to your selection?

SH: "2012 has been fantastic year for me so far. Winning the BSEC Under 19 championship was my goal from the outset of the year but I never really expected to do it by winning every round of the championship. Coming into the year I felt I was ready to win some races and to be a championship contender but I didn't expect to win them all. I think winning the first two rounds boosted my confidence. After that I just tried to keep my momentum going and suddenly by round six I had won them all. After that I just focused on getting the best results I could, which was good enough to secure four more day wins."

DBR: In the overall classification you also became a regular top ten finisher, against some top names in the sport. Was that a surprise?

SH: "I've always tried to look at the bigger picture when I'm racing. One of my goals from the beginning of the season was to break into the top ten and it's been nice to start doing that. I love trying to beat the guys in the bigger teams."

It's just my dad and myself that go to the races so we don't have the kind of support that they do. Every time I can beat them it's an added bonus for us."

DBR: Along with success in the BSEC you also competed in the recent Patchquik motocross and delivered one of the standout performances of the night...

SH: "Yeah, that race is local to me so I always try to compete in it. The conditions were pretty much perfect for me and I managed a top five time in qualification. I was racing the Junior class on 250 EXC. In the first race I was about tenth off the start but picked them off fairly quickly to hit the front. I managed to win it by about 55 seconds. Race two was almost a similar result and I won my class overall. I think I turned a few heads that night and made a lot of people's night by winning on an enduro bike with headlights and a number plate."

DBR: What do you see as the area you've improved most between 2011 and 2012?

SH: "Last year was a tough season racing against guys like Jamie McCanney, Jordan Scott and Ben Burrell. At times I felt like I was just off their pace slightly and had to push over my limit to run with them. During the winter I trained harder and spent some time at Dunkirk riding in the sand to improve my speed. Now this year I feel like I've improved a lot. The tracks in the

BSEC have also really suited me. I like to ride aggressively and hang it out. Tracks like Llangrove, Saints Well and Canada Heights were really good for me."

DBR: Does being one of the most southerly based riders in the sport make it more difficult for you to compete?

SH: "At times it can be a bit of a disadvantage as it seems we have to travel almost twice as far as anyone else. Even just to go practice is difficult. I always seem to be somewhat limited to where I can go and ride as all the big tracks are almost four hours away but I'm trying to improve that. I've got the use of a small field with some logs and tyres in it, so I'm able to get out more regularly now than before."

DBR: Finally, although you still have a lot of racing to get done this season, have you started making plans for 2013?

SH: "My goal is to keep on improving. There are some seriously fast riders in the BSEC and I'm looking forward to the start of that championship again. I feel like I have two years to get to the level of riders like Danny McCanney, Alex Rockwell and Jonny Walker and where they are at right now. But the faster I can do that the better for me. I'm working hard to improve my speed and style on the track too. If I can go faster and look good doing it then that's where I want to be."



BSEC Under-19 winner's trophy did Steve's ISDE chances no harm at all





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KIT AND KABOODLE!

WHAT WORKS AND WHAT IRKS. THE DBR TEST CREW GIVE THE LOWDOWN ON BIKES AND KIT RIDDEN, RAGGED AND RATED...

Words and photos Team DBR



ALPINESTARS CHARGER KIT

TESTER: JON PEARSON

Alpinestars clobber is a bit under-exposed round here, for no reason I've got to add, other than different clothing manufacturers traditionally being loyal and keeping the DBR test boys in good kit. That said, being the new fella round here, I've carried an Alpinestars connection in with me as I've worn the kit for years. And, well, the point of these pages is to tell you what's out there and what works, no matter where it comes from or what the hell it looks like (next month look out for Geoff Wakker's wheel cleaning paint brush!)

This Charger kit is the 2013 range and to be honest when I got it out of the packet I was worried it

was too much, I'm a quiet kinda guy really and all this jazz was out of character. But as ever in this job what looks good in the pics works for us and besides, take a look at the range and you'll find something to suit you whatever your taste.

The shirt has a couple of tweaks this year, the best one being the neck hole is smaller, which lets you wear a compression top under it without standing out too much, plus it lets less mud inside too. The pants are a subtly different cut too with a little tighter accommodation for the knee guards/brace which suits me fine. The Husaberg test in northern Spain, where these shots were taken, was monster-hot and a proper test of venting, a test they

passed with top marks.

The new design gloves deserve a special mention too. They're a touch more comfy with more carefully positioned padding on the palms but Alpinestars have also done away with the wrist strap system which always got in the way, kept coming undone and getting on my nerves. The Velcro was a bugger for falling off if washed too hot as well. In the past I simply cut the strap off and happily lived without it but I'm glad to say it's all in the past now. No cutting, it's gawn!

Price: Jersey £32.99
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2013 HUSQVARNA TE310 RACE SPECIAL

TESTER: GEOFF WALKER

The 310 'special' took riding enjoyment to a new level when I first jumped on it at DBR test HQ. Having ridden the 2012 TC250 and TE310 long haul bikes at the track I had high hopes for the 2013 310 Race Special ticking all the boxes.

When I rode the '13 model Husqvarna range in Italy a couple of months ago the power increase on the 310 was amazing. With Stuart and Mitch putting the bike together for Husky UK and setting the mapping, I knew the motor would be in good shape to help pull my ass around at the British VMX GP (see p66). Now I was under no illusion that the Enduro 310 would be any match for a 450 or 350 MX bikes as they're obviously developed for full-on, fire-breathing performance. I wanted something different and the 302cc of Husky power was going to be the one to take on the GP track for Team DBR/SR75/MOLSON. That was the fact. We like a challenge here at DBR and this was another belter of a test.

When I first fired the bike up I was suitably impressed. The Akrapovic exhaust system was immediately letting the motor come fully to life and I could feel from the throttle response that this bike was going to be a lot of fun. The lighting loom was all well tucked away so the only exterior giveaway that this

was an Enduro bike was the steering lock on the headstock and the electric start. I love buttons - they rock!

The stock MX bars were fitted and are a nice bend. Everything just felt right when I rode onto the track to test the bike. My immediate thought was the great amount of power being put to the ground. The Rushmead track is a hard terrain and the conditions were perfect for testing as it was moist at the start and drying through the afternoon. The traction was easy to find and the turning prowess was there from the start.

The other big change to the standard machine was switching to the MX suspension for added support over the mighty GP jumps. I added a few turns of preload onto the rear spring to find the perfect balance. The rebound setting was next as I like a linear movement through the stroke of the shock. It was a little slow for a start and the rear-end was 'packing', meaning it would not return in time to absorb the next bump.

The front forks needed stiffening too as they have a tendency to 'blow through' the stroke. A mid-stroke revalve would be the key here but there wasn't time and besides, we were taking this bike to race on settings which anyone could reach with a couple of tools.

I found great balance on the chassis within half an hour and the motor was feeling free and pulled really nicely. I dropped the gearing to a 49 tooth rear from 50 to allow it to pull each gear slightly longer. I could have gone to a 48 but I decided to stick to 49 to help pull through the loop if they ripped the GP track deep.

Sessions, fast laps and re-testing went on through the day and at the end I was super-excited and ready to pimp the bike with Dare Decals, care of MotoXtreme, before getting my ass to Matterley!!!!!! Having a bike built for you for a GP...now that is what dreams are made of...



The TE310R 'special' Husky enduro machine



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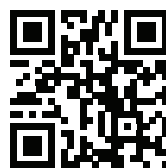
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THE BOU SHOW!

TONI TALKS TECHNIQUE, SHOWING-OFF AND BACKFLIPS IN OUR EXCLUSIVE UK INTERVIEW

Words by JP Photos by Suttly

It's hard not to think of Toni Bou as a legend in his own lifetime. A man truly at the top of his game, head and shoulders above his rivals, rivals who already possess unbelievable talents and have to be admired. Whether that's Tony Cairoli or whoever, it's truly awesome to watch someone wipe the floor so convincingly with the best of the rest of the world.

The British Trial GP at Penrith, where we caught up with Bou, was a perfect example and I'm pretty sure the thousands of trials fans watching that weekend were of the same mind – at least the noises they were making made it seem that way.

Riding at the back of the field for much of the event, Bou took victory on both days in the sort of dominant form we can only wonder at. I speak as a lad who grew up riding trials but mainly as a man who loves all bike sport, whatever it is. It's cheap and easy to say Bou looks in a different class but it has rarely been quite so true. Riding at the back of the Pro Class most of the weekend you'd have thought the trial was a tough one until Bou came along and made such light work of it. Bou's victory on day two at Penrith was his 50th GP win.

For the record, since signing for Montesa back in 2007, Bou has clocked up consecutive outdoor and indoor world titles every year since, clinching his record-equaling 12th title (a record he shares, for now, with Dougie Lampkin). He's just signed for another two years with the factory

Honda-engined Montesa team and wouldn't you sign on the dotted line with that record? Who wouldn't bet against the 25-year-old carrying on and winning for, ooh, let's say three more years before someone else begins to get a sniff of the title? Who wants to lay a bet with me?!

Watch the man in action during last winter's World Indoor Cup trials and there were times when you thought he was messing about with everyone, as if to say: 'this is so easy I'm going to ride it backwards' or 'I cleaned everything else and can't lose so I'm going to ride the last two sections without my front wheel touching the floor.'

Not shy but certainly short of a bit of English (not that my Spanish is anything spectacular) we wanted to know how the hell he makes it look so easy and even took along a few of your questions...

DBR: How is the leg? You had trouble with it lately, what is the problem with it and how does it affect your riding?

TB: The damage was to the ligament and it is getting better. We still have to be careful with it but [at time of writing] we only have one round left and we can then rest a little and get more specialist treatment.

DBR: The Trial GP season ends pretty early this year. Is that a good thing for you? Is there time to relax a bit?

TB: No, it's a little break after the British GP but we have Spanish

championships and the Trial of Nations, plus some testing and the indoors soon arrive.

DBR: You've spent many years with Montesa Honda and have just re-signed for two more years. You're obviously happy here – what makes it the number one choice?

TB: It is easy for me because from the start the team is very professional, the bikes are the best I think and the four-stroke machine works very well for me. It suits my riding style and we have grown together. It is a natural choice and it works.

DBR: Where has been the biggest area of change with the bike's development over those years and how has that affected your riding? Has your style dictated the evolution?

TB: I think the two things work together; my riding is affected by the bike and the bike changes to suit my style. It has to be like this to develop as a package and this is why we stay together and work hard.

DBR: What is the strong point of your bike alongside your rivals?

TB: I think that we have very good grip from this bike, the four-stroke over the two-stroke. We can make it more controlled in places where the others work harder.

DBR: Obviously the four-stroke suits you but it is still the only one around. What do you think about everyone else being on a two-stroke? >>





Bou attacks the rockery in front of the British Trials GP crowd at Nord Vue

TB: It is hard to answer because we don't know the thinking of other teams too well. For sure Honda is sticking with the four-stroke and also for sure we can see it works but maybe the resources at HRC is a big difference.

DBR: Moving on. Obviously when you began in GPs Doug [Lampkin] was the main man, was it a motivation to beat him particularly at that point or was it to just improve?

TB: No, the motivation was always to improve and better myself and at that time I don't think dougie was at his best, the championship had many people who could win. For sure I am competitive but it is always with myself first and after that there is more than one person to be competing against, depending on the race.

DBR: Would you say that you always have the expectation to win and if you ride well you know you're always going to win? Are you able to be that confident?

TB: [pauses, thinks] I don't expect to but I know when I ride well, if everything is good then I can win. It's a tough question to answer because nobody knows with this sport, each time you could fail with each question but when I see a section I know it is possible to clear and I will do my best to do that each time.

DBR: Are there areas of your riding you're not happy with and you work on to improve? In MX, riders often talk of being good in sand or better on hard-pack, do you have the same feeling in trials, are some people better in certain conditions?

TB: For sure I know I can improve everywhere and we always work on some things. The main area I know I am not so good as my rivals is the mud, how do you call this...[makes double-handed gesture which I take to be ruts]...yes,

the ruts are a problem because we don't have so many or I don't grow up riding them like the British riders. In Spain it is not like this so I always have a difficulty with mud ruts.

DBR: Again in MX, riders talk about how different it is racing indoors to outdoors and how they change their riding and training to suit. How do you change your riding and what is the real difference in the sections?

TB: In some ways not so much but clearly the grip is different and the length of section and the nature of each section. Outdoors, the sections can flow more and are longer but indoors we can stop and tackle each section within the section. Outdoor you have to keep flowing more sometimes for the time limit.

DBR: One of the pleasures of watching you, especially indoors, has been the last section or two sometimes when you have already won and you showboat. That takes some confidence (it could all go wrong!) but do you do it just to entertain or is it a statement to your rivals?

TB: Yes, it is for the crowd for sure. The indoor events are especially for the crowd and it is normal for us to do things to entertain them. It is good and part of the show.

DBR: You also have a habit of completing sections that no-one else gets through. What do you think is the difference in a situation like that? Have Albert or Adam got a bit less than you?

TB: I don't think it is like that for Adam or Jeroni or Albert. I cannot explain why they do not do it. But I see a section and I think it is possible or even not possible I think I can make the bike do it. For sure it is my technique and the bike which helps me to do some things different and I think my technique is to use my body a lot and less rely on the bike.





Mastering the steps others can't manage is something of a Bou speciality



READER QUESTIONS

Daniel O'Sullivan: Does he have any intention of moving to enduro?

TB: I have tried it and I enjoyed it but I don't think I have any ambition to go there any time. I have tried other bikes like the MotoGP bike too but none of these is serious.

Colin Stewart: Does he have fairy dust for breakfast?

TB: [several minutes pass while I, the team PR person and Toni attempt an explanation of 'fairy dust' into Spanish. It doesn't work out and we conclude he eats a normal breakfast].

Jack Burnicle: How do you climb such huge steps?

I've asked Dougie and he's as baffled as I am?!

TB: Ha! The difference is technique. I move my body different. Or more than other people. Other riders rely on the engine of their machine more to attack and I use my body a lot.

Connor Evans: What does he do in practice to keep his skills sharp?

TB: No one thing it is just a question of practicing everything and if I have a problem in one GP or section I practice that more.

Jordan Lilley: When's he gonna learn to backflip during a trials run? To help make it fair for the other riders!

TB: Ha, ha! I have done a backflip but not on a trials bike. On a BMX in a skate park. I might try it but I don't think the team likes this idea!

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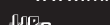
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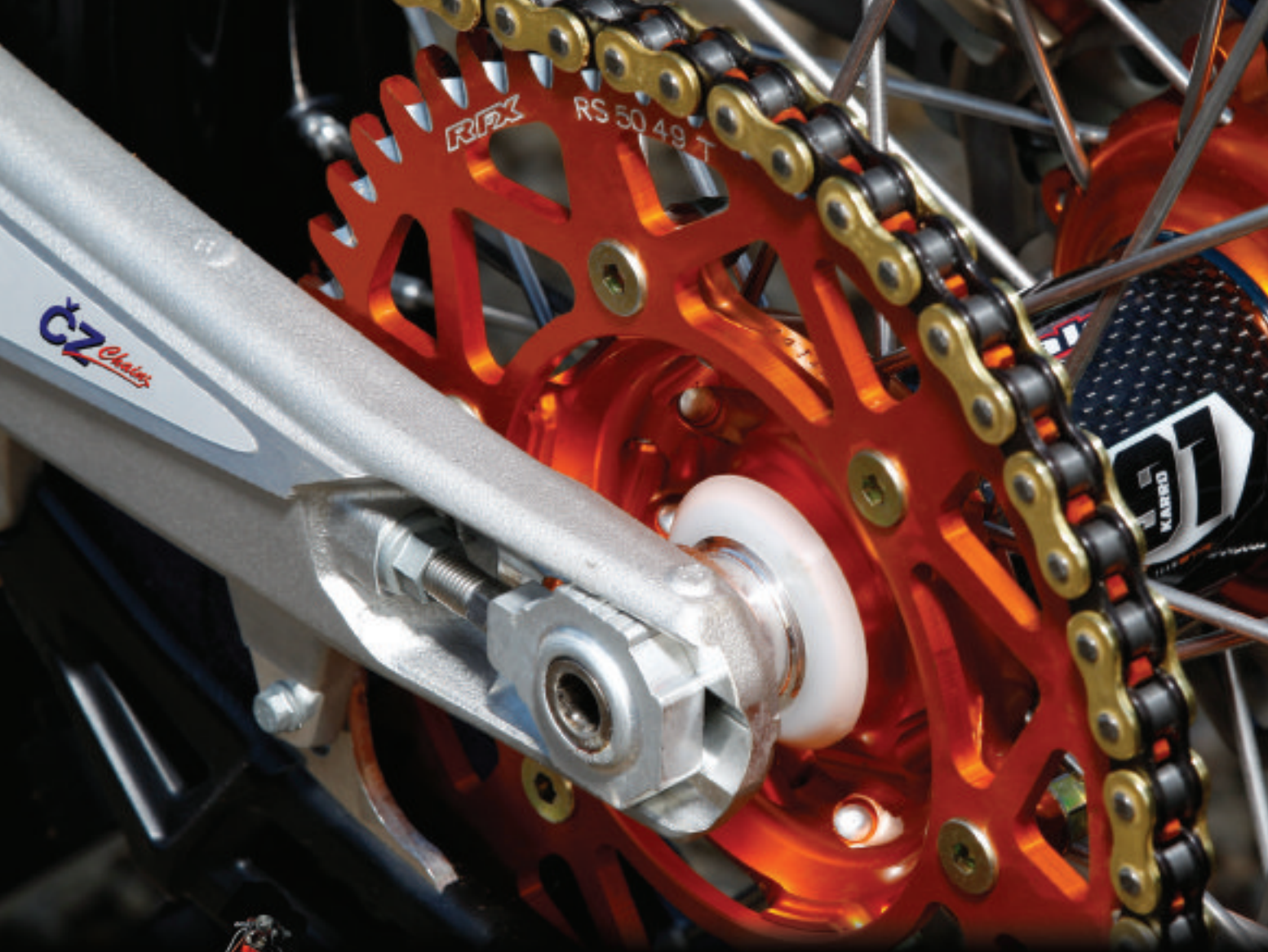
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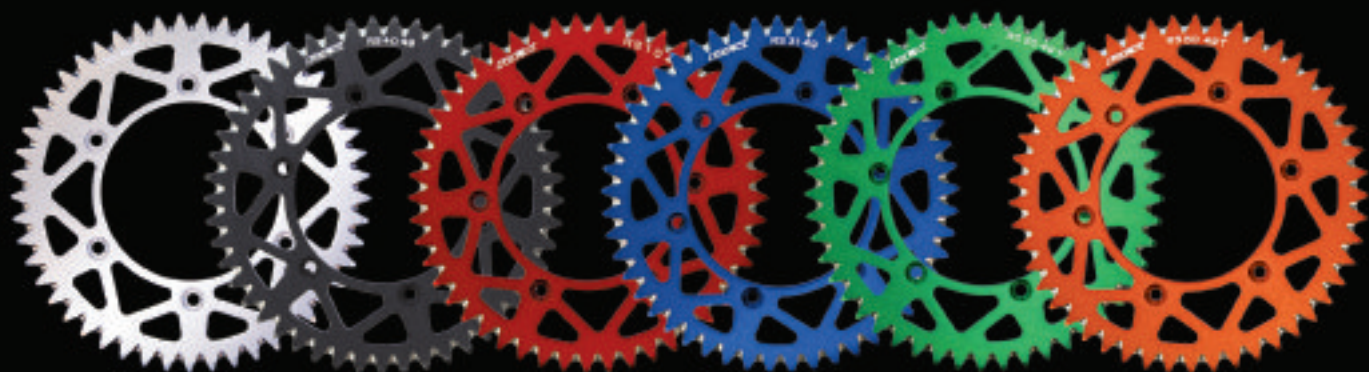


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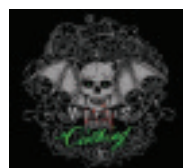
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DOWNBUTNOTOUT!

YOUTH NATIONAL DATE CLASHES ARE STILL THE HOT TOPIC

WEARETHECHAMPIONS!

2012 SEASON RESULTS FOR WULFSPOORT MASTERS AND BSMA FINALS

VORSPRUNGDURCHTECHNIK!

THE MASTERFUL MUSINGS OF CONRAD VON MEWSE

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BYN - DOWNBUTNOTOUT!

DATE CLASHES AFFECT RACE NUMBERS BUT NOT THE RACE ACTION AS THE YOUTH NATIONALS HIT FATCAT MOTOPARC

Following on from the August 4th/5th mega youth clash, the RHL British Youth Nationals next visit Wooley Grange for round four of the series on Sept 8th/9th. Round three of the championships held at FatCat Moto Parc suffered badly numbers wise - but looking at the top talent that did turn up for the ACU gig, they don't appear to be a busted flush just yet. On clash weekend the Events 22 publicity machine claimed a right royal victory via its website stating: "virtually full line-ups". But with only 121 youth riders at Canada Heights (26 Big Wheelers for example) and a paltry 76 total duking it out at Armthorpe - it appears to me that both codes lost out substantially. The MCF youth number down in Kent was surely one of the lowest recorded as just a month before, it had a 168 total at the same venue. Our sport began the season with a truly brilliant, virtually all-inclusive EYC youth championship. But with a dozen or more of the very best runners sticking with RHL the bottom line seems to be that the EYC gig is still the best - but not now a totally definitive championship in 2012.

At FatCat sixteen year old Liam Garland on the RFX Kawasaki claimed three heat wins in the Youth Open thrash - and Garland now holds a healthy championship lead over Jack Kelly. Malin Honda rider Kelly finished in fourth overall as the other two heat wins went the way of Adam Darbyshire who finished in second overall, and Brad Todd in third. The scrap behind Garland is looking tasty and close with just fifty points covering second to sixth.

Jay Hague and Will Keogh were both outstanding small wheel runners bang on the money, operating in the Conrad Mewse wake last term. And this term, both guys are tearing it up in the B/W division. Durham's finest Hague and Vampire Rocker Keogh were only really separated on the weekend by a piece of misfortune for Keogh in the opening heat. Eventually Hague stood tallest on the podium with three moto wins compared to Keogh's brace. Josh Coleman, Robert Yates and Sam Braithwaite had a decent dust up for third, fourth and fifth places respectively (even if there were only 13 in the race) - and all five guys are still right in the mix for the title. Hague's winning

performance also meant he grabbed joint leadership of the championship after FatCat with Josh Coleman.

Leading the way in the smallies, super-smooth Taylor Hammal (Pope Racing KTM) nailed four terrific heat wins - this now puts championship clear water between him and the other single heat winner Albie Wilkie. Banger pilot Wilkie could only finish in fifth overall some 49 points adrift of Hammal - and considering Hammal's consistency, this weekend may well prove pivotal in the title chase. Rattling good shows from Jed Etchells, Zander Brown and Dee Jay Walker resulted in fourth, third and second overall respectively as runner-up Walker delivered his best ever national result.

In the 65's, ten-year-old flier Gary Ashley proved to be the class of the field by some clear cut margin. At the close of play there were six very conclusive race wins against his name. In the runners-up scuffle behind Ashley, Max Ingham also filled in an impressive race card as he went 2-2-2-2-3-2. In the championship standings Ingham moves into second spot, but a massive 105 points behind Ashley.



Taylor Hammal small wheel 85cc leader



Dee Jay Walker second overall in the smallies

BYN SERIES STANDINGS

Youth Open

- 1 Liam Garland 626
- 2 Jack Kelly 549
- 3 Adam Darbyshire 541
- 4 Aaron Pipon 513
- 5 Alex Meadows 511
- 6 Brad Todd 499

Big Wheel 85cc

- 1= Jay Hague 575
- 1= Josh Coleman 575
- 3 Robert Yates 556
- 4 Will Keogh 526
- 5 Sam Braithwaite 494
- 6 Matt Lomas 448

Small Wheel 85cc

- 1 Taylor Hammal 728
- 2 Albie Wilkie 651
- 3 Alexander Brown 622
- 4 Jed Etchells 617
- 5 Dee Jay Walker 567
- 6 Tom Hume 561

Junior 65cc

- 1 Gary Ashley 707
- 2 Max Ingham 605
- 3 Dane Reeves 582
- 4 Troy Anderson 547
- 5 Buster Hart 482
- 6 Joseph Dent 433



rage

Beard made an impression with Thorpey at the Red Bull Academy

SPOTLIGHT ON...

FINLAY "ROSSI" BEARD #123

DOB: 22/11/2002 **HOMETOWN:** HESKETH BANK **SPONSORS:** DANNY TOLLET NMA, DAVE CLARK RACING, BESPOKE SPAS, RSS, STEVE CLITHEROE TUNING, NO FEAR

I first bumped into Rossi Beard back in the Autumn of 2010 - I was on Club Sandwich duty at Finningley covering an end of season MX 90 bash - Rossi was out on the sand and he was ripping it up. On the day the seven-year-old Auto pilot impressed so much I wrote "Rossi Beard looks like a real class act - definitely one to watch out for in the future as he wins all three heats in storming fashion." Fast-forward eighteen months and our paths cross again at a Sandwich feature - this time at Leisure Lakes at Easter time this year, and Rossi was 'on fire' again. Now he's on the verge of launching into his second season of 65s at National level this year after finishing eighth in his first BYMX season and thirteenth in the 2011 EYC. The entry at the Lakes was tough as older rivals for national honours including Scott Russell and Dane Reeves lay in wait. The comment this time around "an electrifying performance that caught the eye from Beard - cleaning up in style with all three moto wins".

With his second National season now drawing to a close, a fuller picture is emerging on the Rossi Beard talent - and the evidence would suggest phrases like 'cleaning up in style' could well be rolled at national level in the coming seasons. This year, as a nine-year-old up against a fully stacked EYC and BYN line-up dominated by older kids, Rossi has shown just as much potential as any recent past champion did at a similar age. Could Rossi Beard be mentioned in the same breath as the likes of Ben Watson, Conrad Mewse and Alexander Brown? It could well be the case - and it seems Dave Thorpe and Elliott Banks-Browne think so too. At the recent Red Bull Apex training day Thorpey nodded in total agreement

when I suggested RB 123 looked a bit special for his age. And after just a short while under the EBB gaze Elliott said "he's definitely stood out for me today, he's very impressive for his age with lots of natural talent". In the EYC championship following the second Canada Heights gig Rossi holds series fourth with his best performance thus far at the Landrake opener, where he nailed second overall. Mid-season (Aug clash) RB had a nightmare decision to make as he was also laying fourth in the BYNats and with a real chance of title glory if he opted to throw his cap fully into the ACU ring. No easy decision and no easy measures for the Danny Tollet NMA trained youngster as he opted to slug it out in the tougher EYC series.

Rage: Hi Rossi it seems like you have impressed everyone this season with your speed and style at just nine years old - have you exceeded your own goals? And what's been the standout highlights so far in 2012?

RB: "I was aiming to be amongst the top three in the Red Bull, but due to a few offs and a lack of experience I'm not quite there...yet! Fourth place will do, and with two more rounds to go anything can happen! Standout moments so far include winning my first National race convincingly at FatCat in the rain - and qualifying first at Canada Heights in the last round."

Rage: I know your dad comes from a road racing background - did he name you after the Italian superstar Valentino Rossi?

RB: Of course yes! Dad has asked me to try road racing many times but my passion and love for motocross is too high.

Rage: Was the event at Mill your first European outing? If so what did you think of the experience and the foreign opposition?

RB: Yes, Mill was my first experience in Europe. I had a fantastic time but luck really wasn't on my side. I had an excellent qualifier with fourth, and I led the final race of three in the early stages before winding myself in a challenge for second place. The weekend generally though was a mix of mechanical problems and offs - but overall I had an amazing time. Dad was proud as I was one of the few 65s that raced with small wheels. The foreign opposition were fast and it made for a great experience.

Rage: Do you have any early thoughts or plans for the 2013 season? And will you do the winter indoor supercross season?

RB: Supercross is looking good as I finished second last year - just waiting to hear dates and venues. Matt Bates did mention that Liverpool could be one, I would love to win this one again (won on the Auto) as it's my home one. I will definitely do the Red Bull series again next year and would love to do the European rounds and more if we can get the backing and sponsorship.

Rage: Thanks Rossi - do you have a list of people to thank?

RB: Big Thanks to my trainer Danny Tollet and to the Red Bull Academy, Dave Thorpe and Elliott Banks-Browne. I'm so excited about learning new skills - I just love motocross! Can I also ask if anyone would like to help out with any sponsorship they can check me out and contact via my website.

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VORSPRUNGDURCHTECHNIK!

CONRAD VON MEWSE HITS THE BIGTIME WITH A BRITISH GP DOMINATION, ONCE HE'D CORRECTED HIS NATIONALITY!

A few months back, Rage dared to suggest that Conrad Mewse in his Rookie European season had already become the best 13-year-old racer. Following Matterley we dare to suggest he is now the best Big Wheel 85cc racer in Europe full stop - and he doesn't actually hit fourteen until next spring. During the course of this season the best in the European N/W zone have been targeted, matched and smashed on their own patch. And at Matterley Conrad routed the rest in front of a home crowd that delighted in his awesome talent. Following zonal qualifiers that began in April, finalists arrived from every corner - north, east, south and west - and ultimately only a puncture could deny Conrad the EMX85cc title he so richly deserved.

Matterley GP race week started on a strange note as after coughing up the 300 Euro entry fee (ouch !!) Team Mewse discovered that Conrad Mewse #426 had been listed as a German. Just a bit of a fat fingered typo it seems - but it was a clear cut case of auf wiedersehen and danke schön as Conrad comfortably eclipsed all in the Friday qualifier race. Finishing 11s in front of his arch rival Dutch master Davy Pootjes, with French Kawasaki star David Herbreteau in third, the Mewse mood was buoyed for the following day and moto one. Conrad had never before raced on a platform so elevated - the nerves were scary - but "scary in a good way" he explained.

And as soon as he left the line the nerves settled immediately - and so did he into an immaculate rhythm that has become his trademark. Straight into the lead, posting another fastest lap, Conrad soon got a puncture too - and that cruelly meant he limped home in 13th place. Pootjes took the moto win from Herbreteau in second with a real German, Brian Hsu (Suzuki), in third.

There were tears-a-plenty after the race, and it wasn't only Conrad drying his eyes, as the whole camp including trainer Justin Morris went to work nailing down the positive mental attitude for Sunday's second moto. It says an awful lot for the Somerset youngster that he was able to put Saturday's disappointment well behind him and swiftly move on - and on the biggest day of his life prove he was best. Pootjes took an early race lead - but was soon demoted to second as Conrad scorched round two seconds a lap faster. Eventually Conrad went on to win by a clear 20 seconds with yet another fastest lap to his name. Pootjes finished in second and he took the title going 1-2. Frenchie Herbreteau went home with the silver gong following his 2-3, and it was only right and fitting that Conrad stood on the podium to receive the acclaim of the crowd for third overall. Life's just a load of non-stop travelling for Team Mewse this year and the next stop was a little R&R by the sea before moving swiftly off to Sevlievo in Bulgaria for the World Juniors. Bring it all on - Vorsprung Durch Technik - Conrad Mewse.

At the Worlds ironically it was the 'real' German Brian Hsu who ultimately triumphed - snatching the 85cc crown by the narrowest of margins after going 3-1. Austin Forkner Kawasaki (USA) had to settle for second as he carded a 1-3. Both boys tied on 45 points - but the destination of the title decided in favour of the Rockstar Energy Suzuki pilot following his second race win.

EMX Champ Pootjes took third with a 2-5 result. As for Conrad he proved in the race day warm-up session he could match the fastest pace. But in race trim with temperatures approaching 40 degrees, and after getting tangled in the heat one start gate he could only muster a pair of twelfths. The end result was tenth overall for Conrad - but in a season that was meant to be just a taster, all we can say is watch out world next year!

Mewse hit a purple patch at the British GP

WE ARE THE CHAMPIONS!

THE CREAM IS RISING TO THE TOP IN 2012 SERIES'

With the 2012 youth season in the final furlong, congratulations are in order as the Wulfsport Masters victors, and the BSMA finals champions are first past the finishing post. Going into the final round of the Masters (August 4th /5th) Jay Thomas comfortably led in the GSP Race Products MX2 division as Oli Benton and Henry Siddiqui also held a clear advantage in their respective 85cc sections. The series finale went off at Foxhills without any great threat to the leaders and Thomas the 2011 runner-up did indeed lift the MX2 crown - bookending his weekend success with speedy moto wins. Scott Aldridge returning to championship action following a few years out took a single race win, together with second overall, and the runners-up berth in the series. In the Big Wheels Charlie Putnam was the final round star taking the weekend win with a 2-1-1-2 card. Oli Benton however also went out on a high note claiming the Moto Pro Suspension title with a single heat victory and second overall. Tyrone Cleaver took third overall together with the other race win and that secured the championship overall runners-up award. In all honesty there wasn't too much to choose between Benton and Cleaver season

long, but a superior performance by Benton at the previous round tipped the balance. Also fair to say if Putnam had carded the whole series it could have been a whole lot tighter at the top. Over in the smallies section of the Moto Pro 85s defending champion Henry Siddiqui made absolutely no mistake. With a three moto winning show he wrapped up the 2012 title in real style finishing with a massive 134 point advantage over runner up Matt Brame.

Next up to be crowned were the BSMA club runners as their finals hit the dirt at Stratford. There were quite a few outstanding performances in a thoroughly well stocked event and hearty congrats go to - Auto Champion, Vinnie Guthrie (three race wins and two seconds). Junior 65cc Champion, Callum Beeken (two wins and two seconds). In the SW 85s Welshman Alex Walton lifted the trophy with four heat wins getting the better of Harry Winchman. Tyrone Cleaver and Henry Williams went head-to-head in the Big Wheels and it was Tyrone who came out on top with a 3-2 heats win advantage. And in the Seniors another great performance by Ricky Roderick as he nailed down four moto wins to get the nod over runner up Daniel Maxey.

MASTERS FINAL CHAMPIONSHIP POSITIONS

MX2

- 1 Jay Thomas 891
- 2 Scott Aldridge 824
- 3 Dima Fricks 697
- 4 Neil Roe 688
- 5 Jake Lord 608
- 6 Dan Thornhill 585

BW 85cc

- 1 Oliver Benton 884
- 2 Tyrone Cleaver 826
- 3 Eddie Remmer 775
- 4 Charlie Putnam 670
- 5 Nicholas Gray 643
- 6 Nathan Shaw 521

SW 85cc

- 1 Henry Siddiqui 935
- 2 Matt Brame 801
- 3 Nathan Harlow 776
- 4 Zac Watkins 774
- 5 Howard Wainwright 701
- 6 Dion Lewis 591



Henry Williams just missed out on BW glory at Stratford

GOT A STORY FOR RAGE?

THEN CONTACT OUR YOUTH EDITOR MIKE GURNEY AT MIKEGURNEY55@YAHOO.CO.UK



H.M. Plant K.T.M. U.K. **KTM 450 SX-F**

RIDER: KEVIN STRIJBOS#22

Famous for moving earth, the KTM UK MX team's main sponsors HM Plant have got to be proud of the Kevin Strijbos' efforts in the Maxxis ACU British Championship this year. 12 moto wins from a possible 18 (at time of writing) aboard the factory supported 450 SX-F is nothing short of earth moving in itself. No one should doubt Strijbos' credentials aboard it mind you, the Belgian currently holds down sixth in the MX1 world series alongside his massive Maxxis lead. The way he's taken hold of the MXGB in 2012 has been devastating.

The main 'factory' components on Kevin's bike are the KTM 350 engine and all important WP suspension. As is the protocol at KTM the

non-factory factory teams get last year's spec engines so this 350 motor is same as Cairoli rode in 2011. WP forks and shock are up to spec though.

The Akrapovic exhaust is tuned to this spec motor too, adding to the bling factor. As do Raptor titanium foot pegs, Renthal sprockets/bars/grips, Tsuabaki chain, Motomaster discs and pads, Pro Carbon sump guard, Haan wheels, Polisport plastics, HG Design graphics, Twin Air filter and cage, RFX start device, Samco sport hoses and NGK spark plugs. It's a long list but if you're lusting after a factory rep you'll need to know!

If you're not then we recommend lusting after this Ray Archer pic of the #22 machine.





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From Russia with love? We take a trip home with comrade Bobryshev to meet his family and find out what life's like back in the (former) USSR.

Plus! We get our mits on KTM's XC range for a full test, we peer inside 100% goggles and take a long, hard look at newly crowned World WMX champ Chiara Fontanesi. Check it out next month ...



© Sarah Gutierrez

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